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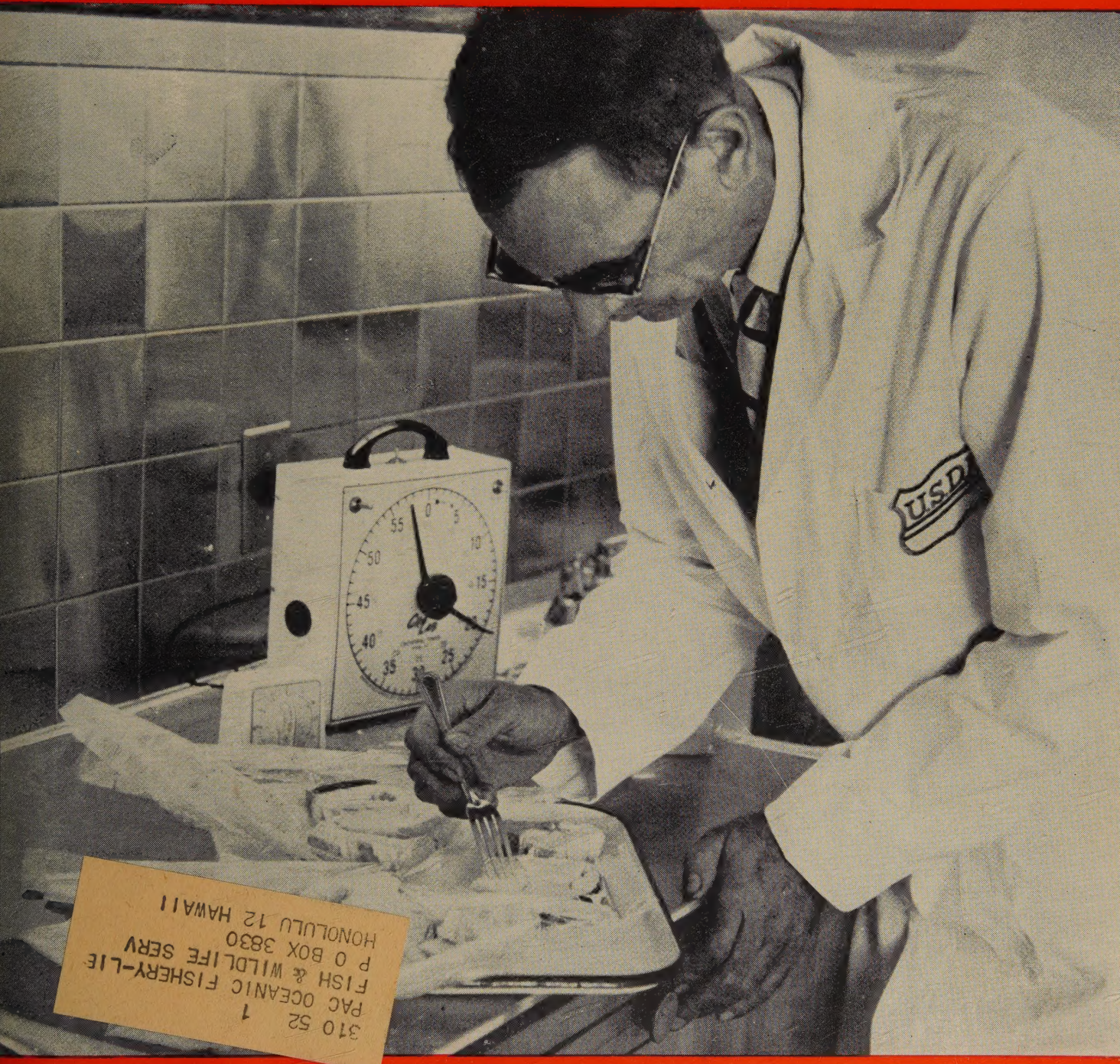

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PACIFIC FISHERMAN

Our Fifty-Seventh Year— **AUGUST, 1959** Vol. 57 No. 9

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• Spot News at Deadline •

Japan Shore Canneries Get Big Pink Pack

• Excellent Pink salmon production by the land-based canneries of Japan as well as its high seas canneryships is expected to raise its 1959 salmon production to normal level, in spite of the severely curtailed catch quota imposed under the treaty with the Soviet Union.

This of course is due to a step-up in land-based fishing south of the treaty area, and thus outside the quota.

So good was the Pink salmon fishing of the shore-based fleet that the target for the Hokkaido canneries was raised in mid-July from 400,000 full cases to 500,000 cases.

B.C. Fishing Industry Tied-up Tight by Strike

• British Columbia's $100,000,000 commercial fishing industry, directly involving nearly 8,000 men and women, was tied up July 28, at the peak of the season, as a result of disagreement between operators and fishermen over prices, and a dispute about shore workers' and tendermen's pay.

The Fisheries Association of B.C. offered to pay for Sockeye 31¢ a lb., whereas the fishermen demanded 32¢; Coho, 21¢, compared with 24¢; Pinks, 10½¢, against 13¢; Summer Chums, 8½¢; union demand 12¢.

Coast Oyster Co. Joins In Japanese Operation

Plans for construction of the world's largest oyster cannery in the vicinity of Hiroshima, Japan, by Nichiro Gyogyo K.K., with Coast Oyster Co. participation were announced late in July by Vern Hayes, president of Coast Oyster, following a meeting of the firm's director in Vancouver, B.C. Hiroshima is the largest oyster center in Japan.

Van Camp Sea Food Co., Long Beach, Calif., British Columbia Packers, Ltd., and Mr. Hayes control Coast Oyster Co., which is reported to have a franchise for worldwide distribution of the new plant's products.

Alaska Pack Lagging In Pinks and Chums

• With Japan's high seas fishing started late, and conducted almost wholly west of the sensitive area of intermingling, Bristol Bay came-up with a better-than-expected Red pack approximating 330,000 cases, plus at least adequate escapement except on the Kvichak and Ugashik. Although above anticipations, the Bristol Bay pack ranks as the third or fourth poorest in history.

Alaska production as a whole, with barely 1,070,000 cases through July 26, lagged badly, and particularly in Pinks and Chums, where serious shortage was threatened.

N.W. July Albacore Fishing Above Normal

• Albacore fishing off Oregon and Washington was substantially better in July than in that month of 1958, when 208 tons were taken. In fact, with deliveries good on the Columbia, Yaquina Bay and Coos Bay, it appeared possible that July fishing might exceed that of any year in the past decade or more.

At presstime, with boats taking up to 400 fish a day, market prices began to develop controversy. At that time posted prices at Astoria and Newport, Ore., were $400. Deliveries at Coos Bay were said to command $375.

Advices from San Pedro said that $435 was being paid for deliveries to the larger canneries there.

Fraser River Fishing Develops Abnormally

• July fishing of Sockeye salmon bound for the Fraser was far off-normal for Americans and Canadians as well. The fish were late and extremely small, seine Sockeyes to July 28 averaging only 4.85 lbs., which cut gillnet efficiency in half.

The American fleet, composed of only 90 seiners, 40 reefnets and 175 gillnets, fell far short of division and was given an extra day of fishing at the end of July. At that time the Canadians were on strike.

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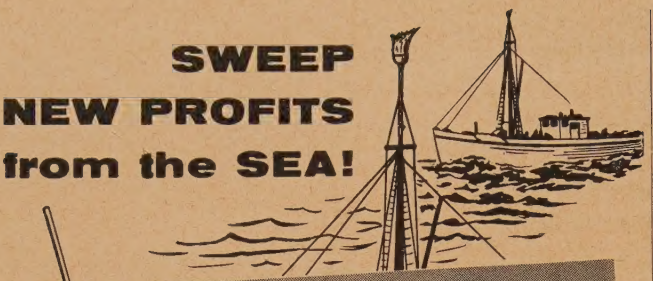

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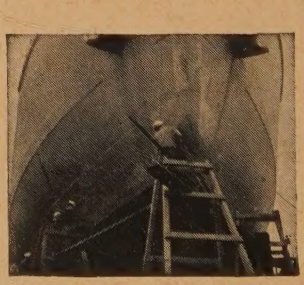

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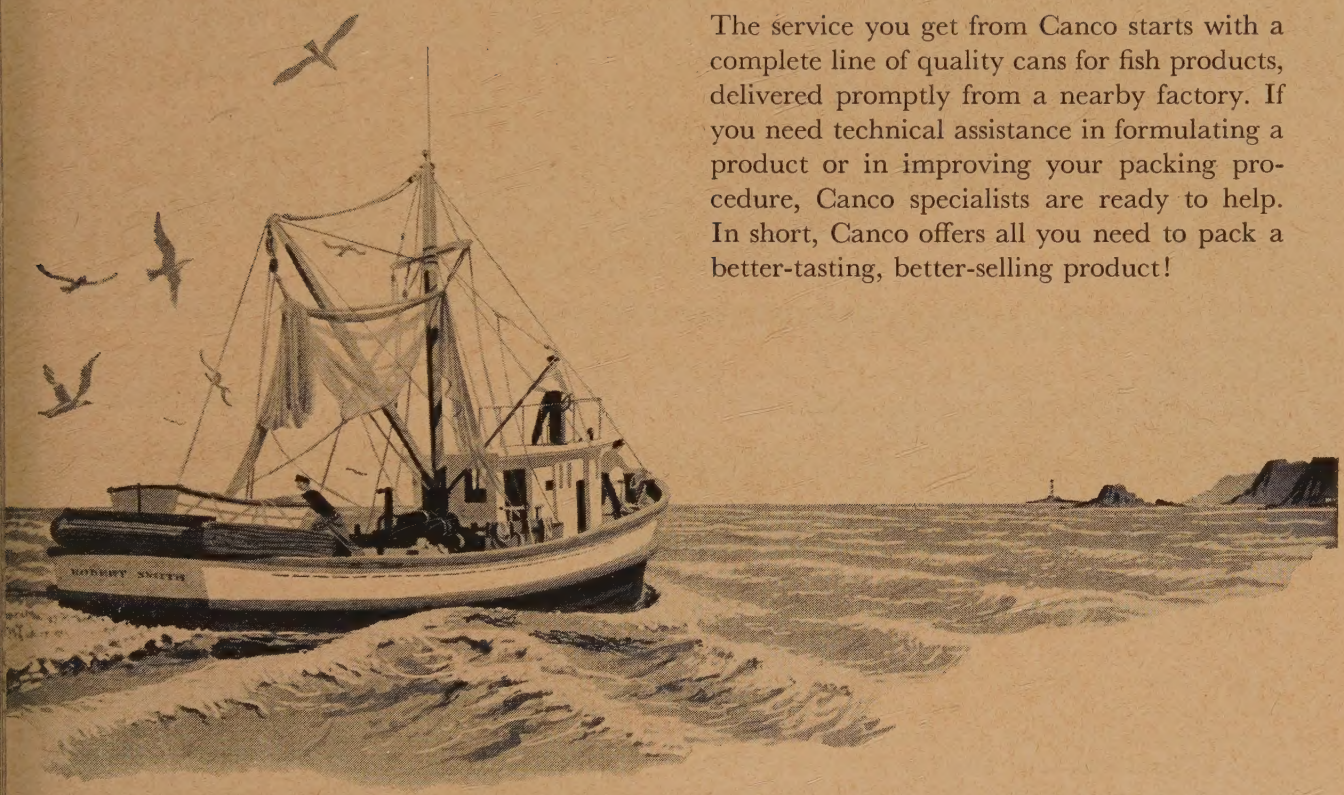

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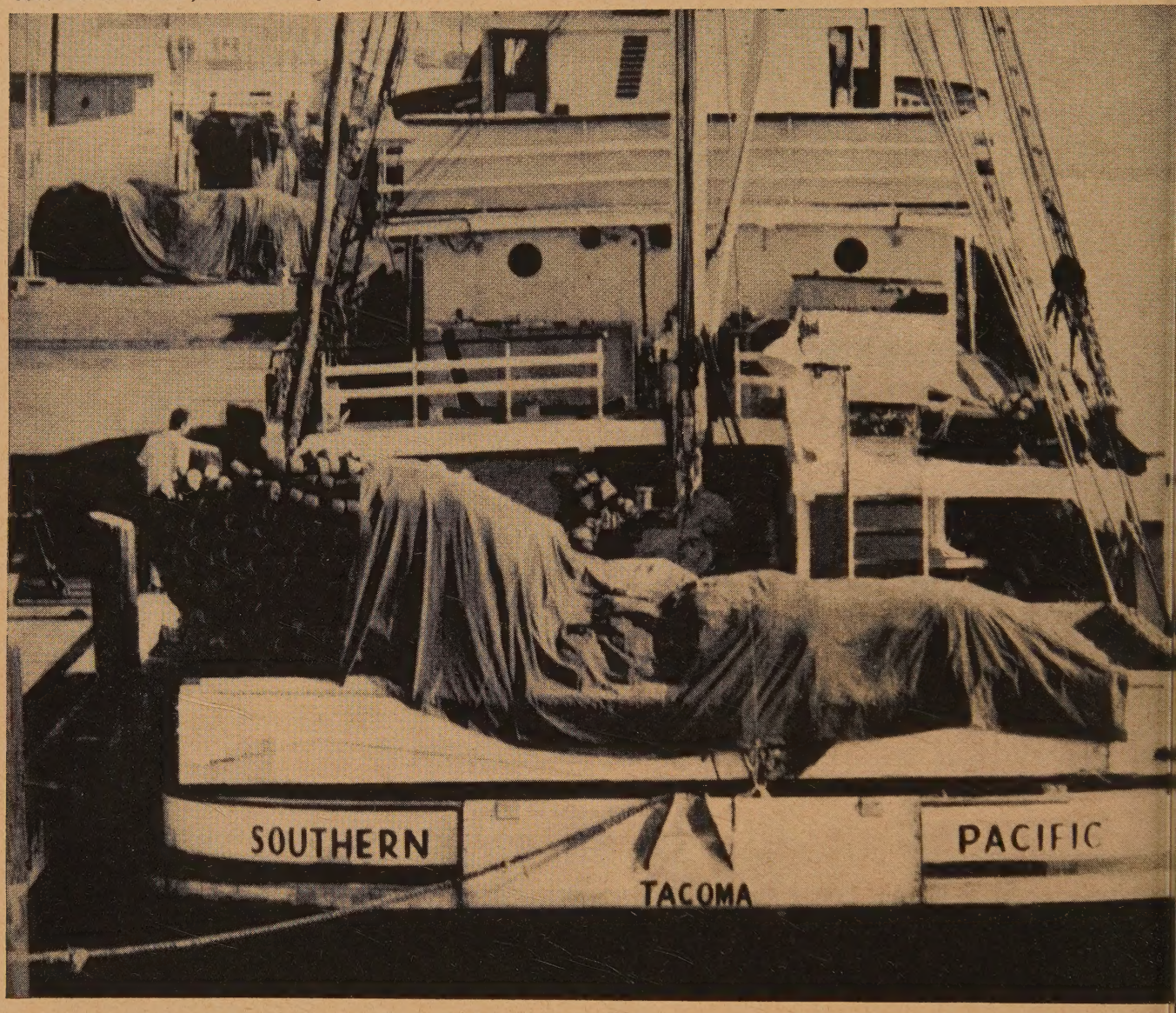

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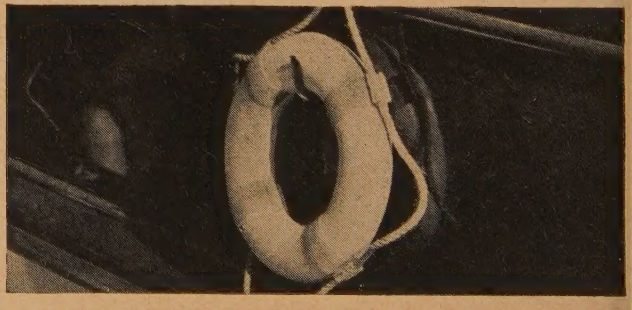

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PACIFIC FISHERMAN August, 1959

REVIVAL ON BRISTOL BAY

Asian Restraint, Improved Return, Reduced Fishing, Combine to Give Good Escapement

• Red salmon run to Bristol Bay this eason turned out much better than ıad been expected.

The pack, while among the small- st ever recorded for the area, is roving larger than had seemed pos- ible even after action by the Soviet Jnion and Japan had enabled the U.S. Bureau of Commercial Fisheries to re- ax its complete closure of the area.

Packs of Pinks and Kings are far own from the figures of 1958, but his is not regarded as a point of great ignificance, as Bristol Bay is essen- ially a Red salmon area — and the 958 packs of Pinks and Chums were ar above normal for these species.

• What factors produced the unex- ectedly favorable conditions on Bris- ol Bay this season?

They were several, and varied.

Before going into the human and olitical considerations which had a ot to do with it, let's admit candidly hat *the run itself—catch, plus escape- ient—was substantially larger than nticipated by the U.S. Bureau of ommercial Fisheries.*

It should be recognized that the *atch* which is combined with *escape- ient* to compose the *run* includes ristol Bay fish caught on the high eas by the Japanese as well as those aken in Alaska territorial waters by mericans. While actual numbers of ristol Bay fish taken by the Japan- se are not yet known, the aggregate believed to have been moderate in uantity; and of course the Japanese atch is made-up in part of immature sh from the 1960 and 1961 runs, ith only a portion of it drawn from ne mature fish constituting the run f 1959.

The Hand of Man

• What *human* factors favored the catch and escapement of the Bristol Bay run in Alaska territorial waters?

1. Soviet Russia's severe curtailment of the Japanese salmon catch in their treaty waters; and the limit of 5,500,000 Reds which could be taken east of 165° East Longitude.

2. U.S.S.R. delaying tactics, which made the Japanese about 10 days later than 1958 in starting operations, and tended to reduce the amount of Japanese fishing in the vicinity of the Abstention Line.

3. Voluntary reduction by the Japanese in the intensity of their fishing in the sensitive area of intermingling.

4. Severity of the restriction imposed on the American fishery by the Bureau of Commercial Fisheries.

5. Strike of the fishermen in the Nushagak area at the start of the season.

(Obviously, these last two factors did not have anything to do with the *size* of the run reaching Bristol Bay, but they did have much to do with the size of the Nushagak *escapement,* which may well have been excessive).

Vagaries of Escapement

• Numerically, the Bristol Bay Red salmon escapement was excellent, but its distribution left a good deal to be desired.

Vagaries which saw four times as many spawners go up the Naknek as escaped to the neighboring Kvichak with its vastly greater capacity were perplexing.

The Nushagak, with 2,100,000 escapement up the Wood River to the middle of July, could easily total 3,000,000 with the Igushik and Noyakuk counted into the district total.

This exceptional escapement to the Nushagak, part of which undoubtedly resulted from the fishermen's strike at the start of the season, *could* prove something of a problem. On the record, the Nushagak in the past has appeared most productive when the escapement ran between 500,000 and 1,000,000 Reds.

To the middle of July the Kvichak had less than 600,000 escapement, less than the rather insignificant Alagnak or "Branch River;" while the Naknek, flowing into the same estuary, attracted over 2,075,000.

Further west, the Egegik had a handsome 460,000 spawners to the middle of July, while the Ugashik could count only 100,000.

The Igushik, a minor river of the Nushagak area, had a counted escapement approaching 600,000 fish, enough for the entire Wood River system in some of its best years.

The extraordinary run to the Igushik and the Alagnak were among the most remarkable features of the Bristol Bay run. The Alagnak, which

LATE AGAIN!

Fraser Sockeyes Slow to Show

● Tardy timing on the part of the Fraser River Sockeyes was evident again this season.

When fishing opened in the Straits July 20 there was only a scattering of fish from the Chilko run, which had been expected then to be rising to its peak.

Where *were* the Chilkos? Well, examination of the scale of Sockeyes being taken by trollers off the northwest coast of Vancouver Island showed a few were Chilkos, just moving in to the coast, and perhaps 10 days behind the normal schedule—as was the case with the Adams River run last year.

Were the Sockeyes coming down Johnstone Strait again?

Not so's you could notice. Fish deliveries there showed insignificant numbers of Sockeye during the early part of the season.

● Sockeye comprising the Early Stuart Lake run escaped up the river in fair numbers during the weeks prior to opening of fishing. It was to prospect this run, whose escapement suffered terribly at the Yale Block in 1955, the brood year, that fishing was not permitted during the first three weeks of July.

Only 2,170 Early Stuart fish succeeded in reaching their spawning grounds in 1955 after the Yale Block was detected and reduced. While figures cannot yet be given, it is certain that the 1959 escapement of this important race will materially exceed the escapement in the brood year. However, whether the escapement would prove sufficient to enable the race to recover from the effects of the Yale Block of 1955 seems very doubtful. Thus extra protection for at least one more cycle probably will be required.

---

is often known as "Branch River," joins the Kvichak just at the head of the estuary. While it always attracts some Reds, it is never considered a major component of the Naknek-Kvichak system. This year it received more spawners than the Kvichak with the enormous spawning and rearing potential of Lake Iliamna and the tributary waters at its head, such as Lake Clark.

Reds Small in Size

● To mid-July the Bristol Bay catch, counted in *fish,* was a bit over 4,000,000, divided thus: Nushagak, 1,627,000; Naknek-Kvichak, 1,457,000; Egegik, 625,000; Ugashik, 370,000.

This adds up to better than 4 million, which in itself, not counting escapement, and not counting the last 10 days of the season, is in line with what the more pessimistic prophets forecast for the entire run to the Bay in 1959.

The Reds ran small on Bristol Bay this year. To mid-July on the Nushagak they counted 13.5 to the case.

Development of the run to Bristol Bay saw extension of the fishing season until it was open four days a week on the Nushagak and three days on the Naknek-Kvichak.

How many fish were lost to the Nushagak catch by the strike at the early part of the season cannot be known with accuracy. Persons who were on the ground were inclined to estimate the loss to the catch at from 300,000 to 500,000 fish.

When the gear was operating on the Nushagak it did not seem able to take the usual percentage of the run, due to the limited number of units fishing.

Cook Inlet—Disappointing

● Cook Inlet was a bitter disappointment, and at presstime seemed certain to have suffered its poorest year, so far as Reds are concerned.

There was a strike of considerable duration, but as this fell in the period between the King and the Red runs it is not believed to have been a primary cause of the short fishing.

Weather, rather, was blamed for loss of much fishing at productive periods when the Red runs were peaking. The BCF extended one fishing period because of the loss of effective fishing due to storm—but the storms extended also, cancelling the effect.

During the week starting July 20 the weather was particularly violent and much gear was lost, particularly among the set nets.

In the period of strike the CWC Fisheries, new owner of former Libby cannery at Kenai, flew 21 Columbia River and Grays Harbor residents back to their homes when they refused to fish after being flown to Cook Inlet. The Kenai operation, which was consolidated with that of Kenai Packers, was continued with local fishermen.

Indian Traps Fishing

● Alaska's salmon trap controversy came to a sudden, but temporary, halt in July when Justice Brennan of the United States Supreme Court issued a stay against decision of the lower court.

Practical effect of this was to permit the 11 salmon traps authorized to the Metlakatla, Kake and Angoon Indian tribal communities by the Secretary of the Interior to operate throughout the present salmon season. Justice Brennan set August 20 as the time for the Indians to file justification of their position, but it was not anticipated that decision could be reached until autumn.

Indications are that the Alaska Indian communities, and particularly that of Metlakatla, eventually will carry to the courts the question of their fishing rights in the new state. The question comes down to some fine drawn legal interpretations and concepts, and doubtless will be taken to the Supreme Court.

Columbia River Summer Salmon Catch Better

Stock-taking at the end of the June-July summer salmon season on the Columbia River indicated fair satisfaction with the volume, particularly in Bluebacks—the Columbia River Sockeyes—which occasionally during the last 10 days of the season exceeded Chinooks in volume.

Steelheads were strong also, and Chinooks relatively better than during the season's first open period.

Alaska Packers Acquire Halferty Alaska Canneries

G. P. Halferty announced in July conclusion of an agreement with Alaska Packers Association by which that company will acquire in September the Alaska cannery properties and equipment of Halferty Canneries, Inc., a wholly-owned subsidiary of G. P. Halferty & Co. The latter company is not involved in the transaction.

Principal properties concerned are the two Halferty canneries, at Cordova and Kodiak, together with the vessels and equipment. The Halferty operation at Juneau, was leased who active and is not involved in the dea

Announcement of the sale said the Alaska Packers Association expects to maintain the same personnel and policies as under the Halferty regime.

Beside their salmon packing, the two canneries for years have accounted for the major portion of the world pack of razor clams.

Mr. Halferty noted that the sale of the Alaska properties comes in the 67th year since Halferty operations in the fisheries were begun by his father, the late P. F. Halferty, at Skidanon, Ore.

Slight Decline in Calif. Sardine Catch Forecast for 1959 Season

● California sardine production during the 1959 season can be expected to be slightly less than the 103,000 tons taken in 1958, providing economic conditions do not exert a depressing effect upon operations. Prospect is for a decline of about 9%.

● With a state catch of around 94,000 tons in prospect, providing there is no economic curtailment of effort or market, the Southern California share could be expected to be about 67,000 tons, with 27,000 tons forecast as available for catching north of Point Arguello. In 1958 the southern tonnage was somewhat larger.

● These indications were discussed at the 1959 sardine conference, held at La Jolla July 28-30. At the conference scientists from the California Department of Fish and Game, Scripps Institute of Oceanography, the U. S. Bureau of Commercial Fisheries, California Academy of Sciences, and Hopkins Marine Station reviewed their contributions to the California Cooperative Oceanic Fisheries Investigations. The cooperative investigations, largely directed at the sardine, are sponsored in part and coordinated by the Marine Research Committee of the State of California.

In addition to the scientists in attendance, a variety of industry and governmental officials were present through all or part of the proceedings.

The primary purpose of the meeting is to ensure that all participating scientists are thoroughly acquainted with all the work in progress. Reports ranged from such esoteric topics as the bio-assaying of micro-nutrients such as vitamins in sea water to the age composition of recent catches. An entire day was devoted to a discussion of the events leading to discussion of the events leading to last years partial resurgence of the sardine fishery.

On the last day some of the scientists ventured to predict the sardine situation during the coming season. As one participant expressed it: "These are not true predictions of the type we all make when we fertilize the lawn. In that instance we can predict with reasonable certainty that the lawn will turn greener and grow faster. Unfortunately our knowledge of the sardine is not that refined at this juncture. Rather the predictions are partially intuitive guesses based on past experience and the new information obtained during the year. On the other hand the predictions undoubtedly represent the best possible advance appraisal of the coming season."

The information developed by the California Department of Fish and Game suggests that without economic restrictions the catch in Southern California waters should be about 67,000 tons. About 27,000 tons could be caught off central California (north of Pt. Arguello). The total California commercial sardine catch could reach about 94,000 tons, however, economic factors may keep the catch down.

The percentage age composition of the catch should be about as follows:

Year Class	57	56	55	54+
So. California	61%	33%	5%	1%
Central Calif.	64%	36%		

The programs carried out by the Bureau of Commercial Fisheries suggest that the availability of sardines will be about the same as last year. This is judged because the amount of spawning and the distribution of spawning is about like last year, and there are no indications of outstanding year classes entering the fishery. A note of caution must be injected, however because of indications of cooling of the ocean to the north. A marked persistent cooling might cause the sardines to be further south than last year.

Douglas McKay's Work For Fisheries Finished

Douglas McKay, former Secretary of the Interior, former Oregon governor, chairman of the United States section of the Joint Boundary Commission of Canada and the U. S. died in Salem, Ore., late in July.

His contributions to the national good were many, intelligent, honest.

In what he did for the fisheries two accomplishments stand out monumentally:

1. He took the Federal functions in fisheries out of the control of the heirs of the Biological Survey, as exemplified in the Wildlife element of the Fish and Wildlife Service.

2. Quietly he brought along the negotiations between Canada and the United States over the Columbia River to the point where an intelligent, fair and reasonable understanding appears to be imminent.

Douglas McKay did not live to see the full fruition of this latter work, but he must have known it would come about, and that through it from the Columbia forever would flow full benefits to both Canada and the United States.

Such an accomplishment will be of inestimable value to the fisheries, not only of the Columbia but also of the Fraser River, which alternate enterprises would have destroyed.

He was a quiet man, who worked the more effectively for all that.

Puerto Rican Corporation To Operate "La Merced"

Report in a recent issue of The Dorvillier News Letter, published in Puerto Rico, announces the incorporation by the P. E. Harris Co., Inc., Seattle, of Puerto Rico Fishers, Inc., to operate the floating cannery *La Merced* as a tuna cannery in Puerto Rican waters. Her last service was as a salmon cannery in Alaska.

It was reported that the schooner is to be converted to tuna cannery at a cost of $250,000. She will have freezing and cold storage facilities installed, and is expected to have capacity for 1,500 cases of tuna daily.

Dr. W. M. Chapman Resigns Tunaboat Association Post

Dr. Wilbert M. Chapman, who has been director of research of the American Tunaboat Association, San Diego, since leaving the U. S. Department of State in 1951, resigned in July.

At presstime of this issue the resignation had not been acted upon.

Persons close to the situation expect him to be associated with an organization representative of the tuna industry on a somewhat broader basis than in the past.

Can 'Tween-Nations Tuna Talks Solve Industry's Many Problems ?

● A feeling of optimism pervaded most quarters in the Southern California tuna industry following the long-heralded meeting in Washington last month of industry representatives and officials of several government departments.

The chief result of that conference was a definite decision to seek government-to-government meeting between officials of the U.S. and Japan, with qualified men from each country's tuna industry participating as advisers.

While the California industry believes the prime objective of the conference should be stabilization of American imports of tuna from Japan, it also is hopeful that the discussions may include a wide agenda of topics of importance to the tuna industries of all countries and the safeguarding and wise use of the resource upon which they depend.

The purpose of last month's Washington conference was "to reach a mutual understanding as to the facts on the present situation in the tuna industry, and to explore what steps might appropriately be taken to improve that situation."

The chief spokesmen for the government departments were: Ross L. Leffler, Assistant Secretary for Fish and Wildlife, Department of the Interior; Thomas Beale, Deputy Assistant Secretary for Economic Affairs, Department of State; Commander B. H. Britten, national policy section, Navy Department; Saul Baran, office of economic affairs, Department of Commerce.

Indicative of the attitude of most of the government leaders at the meeting was the statement of Commander Britten, who said the "Navy was prompted to show some concern over the deterioration of the American fishing fleet."

At the time of the meeting on the possibility of holding government-to-government tuna conferences with Japan, Congressmen Wilson and Utt (Calif.) were seeking Presidential backing for talks with Japan on the situation.

Congressman Wilson reported that "The President expressed interest and said that he could see no reason why the two governments couldn't discuss the problem."

● Harold Cary of the American Tunaboat Association acted as spokesman for the entire Southern California segment of the industry representing small canners, large canners, unions of fishermen, cannery workers, and owners of purse seine vessels, bait boat vessels, and albacore vessels in Southern California.

Mr. Cary made a number of proposals for immediate, intermediate and long-range action by the government. Among these were suggestions for emergency loans, flexibility in the administration of present government loan programs, implementation of a tuna research program developed at the May 19-21 meeting at La Jolla, California, and action on vessel mortgage insurance and construction differential subsidies. However, the major emphasis and concern of the group Mr. Cary represented was for a government-to-government conference with the Japanese covering a variety of topics.

In a prepared statement entitled "Reasons, Justification and Objectives of a Conference on Tuna Between the Governments of the U.S. and Japan," Mr. Cary, for the Southern California industry recommended these six agenda items:

1. *Conservation.* Discussions on this subject might lead to cooperative work between the Governments on the relationships between the various stocks of tuna — subsurface, surface, and stocks in various parts of the oceans; effects of fishing on certain stocks; study of the drop in yield of some Indian ocean and Pacific ocean fisheries; and other subjects of research.

2. *Efficiency of Harvesting*: Under this head would be study of the natural forces—winds, water movements and temperatures — that either bring tuna together in practical quantities for fishing, or scatter them. Also study would be given to the proper feeding back of information on these points to the fishermen, in timely and usable form.

3. *Quality*: Under this head, studies would be made of greening, effects of freezing, use of antibiotics, improvements in handling, etc.

California Imports of Frozen Tuna

Cumulative data in tons for 1959 through July 11, and for other years to the nearest comparable date. Data from U. S. Market News Service

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	659	151	5,365	...	6,17
San Pedro	6,788	3,822	23,379	21	34,01
San Diego	713	203	2,698	...	3,61
Total to July 11	8,160	4,176	31,442	21	43,79
1958	8,348	1,991	23,273	84	33,69
1957	10,632	6,652	13,215	188	30,68

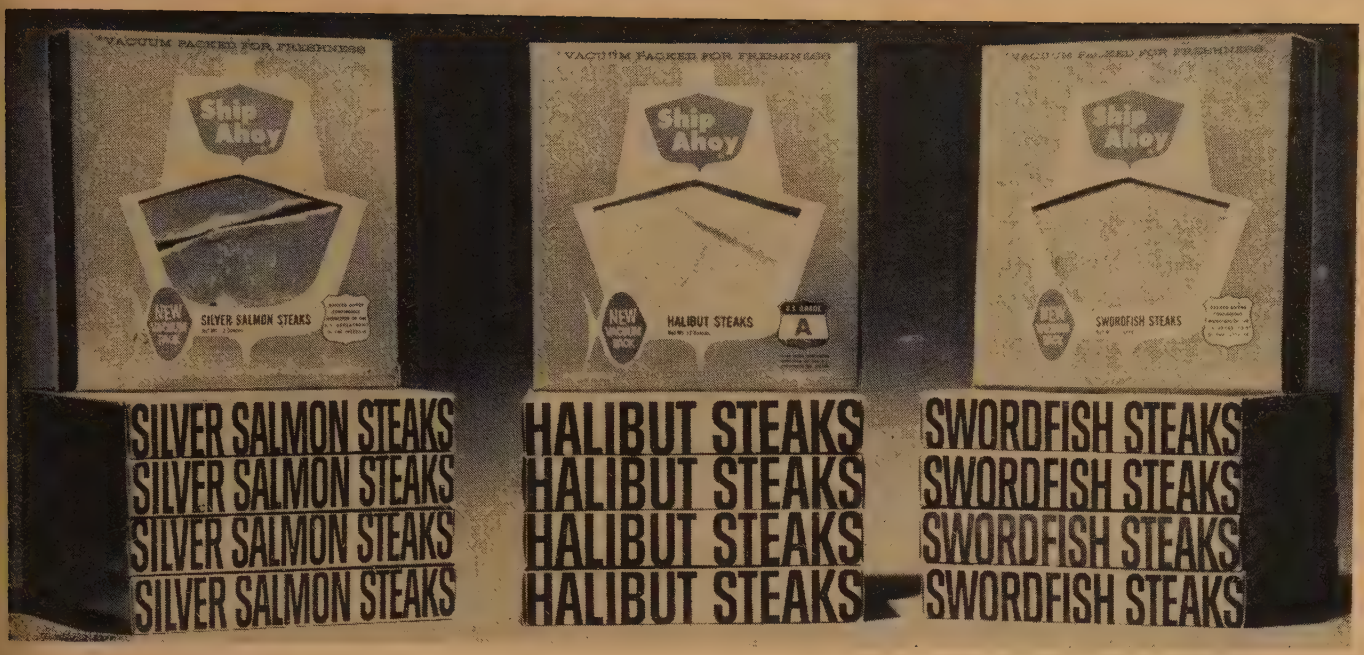
4. *Efficient Marketing*: Studies could be made of production and use of tuna at various times and in various regions, partly with a view to preventing ill-advised marketing. In the past it was pointed out, ignorance of markets has brought about mistakes in judgment that in turn have resulted in disastrous dumping and other damaging market procedures.

5. *Marketing Research and Development*: Tuna consumption, it was said, is growing in the world at such a booming rate that growth of the market could possibly be the ultimate solution to most of the industry's problems; simply sell more tuna. Although this seems almost too good to be true, it was recommended that both Governments should make intensive studies of the market, and efforts to expand it to the point where demand would exceed supply.

6. *Japanese Price and Volume Controls.* At the end of the list of agenda subjects comes the one of greatest immediate interest: control of the price and volume of Japanese tuna exports to the U.S.

Under this head, it was said that

(*Continued on page* 51)



U.S. Inspected Steaks, vacuum packed in crystal-clear Flex-Vac polyethylene-Mylar-Saran film pouches and protected in cut-out window cartons of Marathan high-fidelity Glamakote, have a high place in today's pioneering by San Juan Fishing & Packing Co. The company's halibut steaks are the first to be inspected and certified "U.S. Grade A".

SAN JUAN PIONEERS

U.S. Grade A Inspection Vacuum-Packed Steaks Boil-in-a-bag Seafoods

● Pioneering along three distinct lines of frozen fish packing and merchandising, San Juan Fishing & Packing Co., Seattle, is making 1959 one of the notable years in its long history—

And San Juan has done a lot of pioneering with Pacific fish, its production, packing and selling since the firm's beginnings in 1900.

Three distinct lines of pioneering in 1959? And what are they?

● Application of the new U. S. quality standards and inspection service to Grade A. labelling its frozen halibut steaks.

● Vacuum packing of frozen steaks and fillets in triplex extruded film pouches inside window consumer cartons.

● Introduction of heat-and-eat crab, shrimp and halibut frozen seafood specialties in boilable pouches.

The latter step actually is so new that the first samples of San Juan's new line are reaching the trade only as this issue of *Pacific Fisherman* reaches its subscribers.

● Price of pioneering has not been neglect of other and earlier advances in which San Juan has registered in unmistakable terms the progressive character of its management and merchandising. Enumerating some of these longer-established departures:

Cryovac packing of irregular products, such as halibut fletches, whole salmon and halibut;

Portion controlled steaks graded to a half-ounce tolerance by a selective weighing machine;

Color-coded master cartons for efficiency and convenience in storage for the customer as well as the producer and distributor;

Eviscerated crab, a product introduced by San Juan in 1957, which greatly extended the acceptance and market territory of Pacific Dungeness crab throughout the United States, contributing largely to the economy of the crab industry through broader distribution and stabilized demand.

New Products in New Films

● Standing out in any such listing of pioneering steps of today and yesterday is the fact that most of them involve employment of modern plastic films with their remarkable properties and possibilities.

This is progressive packaging, and it

Management looks at pioneering packages—William Calvert, left, and Starr Calvert, center, confer with E. A. Ruthford, San Juan's general manager for fresh and frozen fish over the firm's new vacuum-packed film-protected products: halibut, salmon and swordfish steaks in Flex-Vac triplex extruded film; King crab in the upright package; and heat-and-eat seafood specialties in Thermolam boil-in-the-bag film.

is progress on the part of an old-line, substantial, stand-out operator in the American fish business. San Juan is an integrated enterprise with long traditions. In one part of its Seattle plant salt codfish is being packed as it has been packed there for more than 50 years; and in another technical experts are testing the formulas of Crab Newburg, Curried Shrimp and Halibut a la King frozen in pouches of boilable Mylar and polyethylene film.

Few firms in fish are making wider use of these plastic films and their remarkable properties — and perhaps none at all in the frozen fish category.

Thus San Juan pioneers not only in specialty products, inspection and merchandising; it pioneers as well in the broad, intriguing field of plastic films and their infinite possibilities in food packaging.

San Juan was among the first to wrap fish products in cellophane in the late Twenties, when cellophane was new; San Juan is first to freeze Halibut Creole in Thermolam in the late Fifties, when boilable film is new.

First "Grade A" Halibut Steaks

● Embracing the opportunity of U. S. inspection of fishery products when official halibut standards became effective in the spring of 1959, San Juan Fishing & Packing Co. became the first firm to submit its frozen halibut steaks to this examination, and thus the first to offer U. S. Grade A halibut steaks to the trade.

The step was a natural one. It followed the firm's long concern with the soundness of its products; focused by the fact that E. A. Ruthford, San Juan vice president, and general manager of its fresh and frozen fish division, has for a number of years been chairman of the National Fisheries Institute's Committee on Quality, a group which was responsible in substantial degree for bringing the U. S. standards for fishery products into being.

Lawrence Calvert, president of San Juan Fishing & Packing Co.

Details of the inspection and grading service offered by the Bureau of Commercial Fisheries are given elsewhere on these pages, where it is undertaken to explain what the standards are, how they are applied, the inspection service, the criteria on which it grades halibut steaks, and other products, to the list of which salmon steaks and cod fillets are expected to be added very shortly.

● Suffice it here to say that San Juan entered upon the U. S. grade inspection for these reasons:

1. To provide basic certification of quality upon which the trade could rely;

2. Because the plant which is geared to inspection benefits broadly in morale and standards of workmanship and quality;

3. To confirm halibut steaks as product of surpassing quality, worthy of U. S. standards, and meeting them in fact as well as in ideal.

4. To permit the buyer to buy with full confidence;

5. So San Juan can sell from strong merchandising position.

Vacuum-Packing in Film

● *San Juan* and *Ship Ahoy* steaks the company's two featured brands are cut 7/8" thick from prime large frozen halibut, and are then divided into portions for packaging by expert women sawyers whose skill permits them to cut to a specified weight

Vacuum packing San Juan steaks in triplex film on a Flex-Vac machine. The operator positions the pouch containing two frozen halibut steaks (seen immediately below her wrist watch). As the machine closes all air is drawn from the pouch and it is heat sealed. Evacuated pouches are inspected three times for actual or potential leaks.

standard with remarkable precision.

Steaks cut for Grade A inspection are not glazed before being vacuum packed in extruded "Flex-Vac" pouches, as the vacuum and the impermeability of the polyethylene-Mylar-Saran film renders this quite unnecessary.

The halibut steaks, two to a package, are deftly cut, selected and weighed to assure 12 oz. or better; are packaged and then evacuated and heat sealed on a Flex-Vac machine. The Flex-Vac envelopes and closing equipment alike are secured from Standard Packaging Corporation, Clifton, N. J., through its Modern Packages Division, Los Angeles.

The sealed, evacuated envelopes containing the steaks are inspected for leakers, present or potential, and then are held 24 hours in low temperature storage before receiving a final inspection designed to detect not only any leaks but any conditions which might lead to them. After final inspection, the envelopes are packed in flat, square consumer window cartons, which in turn fit 12 to a color-coded master carton. The consumer cartons, manufactured by Marathon Division of American Can Co., protect the vacuum-keeping film from damage in the retail sales cabinets, provide excellent setting for brand and product identification, and show the character and quality of the fish through the vacuum-tight, crystal-clear, frost-free film. The cartons have the brilliant Marathon "Glamakote" surface finish.

Steaks vacuum packed in Flex-Vac film include halibut, swordfish and salmon, the latter having the vacuum modified by a small quantity of food grade inert nitrogen to prevent the high vacuum from drawing oil from the fish.

Fillets featured in this vacuum package include True Cod, Dover Sole, Pacific Ocean Perch, Skinned Rex Sole, and Pacific Rockfish. Save for True Cod, all fillets are packed at the San Juan plant at Warrenton, Ore., which is equipped with the Flex-Vac line on the same basis as the parent plant at Seattle.

San Juan fillets also are packed under both *San Juan* and *Ship Ahoy* brands in waxed white board cartons with heat-sealed waxed overwraps manufactured by the Western Waxide Division, Crown Zellerbach Corporation. Basic background is white with product vignettes in natural colors.

As U. S. Standards were available for halibut steaks only at time of writing, other products of the San Juan operations are subjected to continuous inspection under government supervision, but without grade certification, which cannot be given before official standards are promulgated.

Boil-in-the-Bag Seafood Specialties a La San Juan

● Now for the specialties—

Halibut a la King, Halibut in Cheese Sauce, Halibut Creole—

Crab Newburg—

And Curried Shrimp, as zestful in its colors of red shrimp, green peas and yellow curry as it is in flavor—

And all of these in Continental Can Co. Thermolam boil-in-the-bag polyethylene-and-Mylar film.

Two envelopes, each containing 4 ounces net, in a consumer type carton for the retail trade, are the main item of an appetizing meal for two. No cooking skill beyond that required to boil water; no time beyond three minutes from when the water returns to a boil—barely time enough to get the toast ready.

Here are heat-and-eat specialties with a difference—an abundance of the basic seafood ingredient. No hint of stint. When Lawrence Calvert, San Juan president, gave the specialty project the "go-ahead" it was with the specific requirement that the product should enhance San Juan's reputation for quality and full measure. The ven-

Artist with a Saw, dividing halibut slices into portion-controlled steaks with a deftness which cuts to specification while eliminating bones and waste. Men do the slicing, and women the portionizing. Every San Juan portion is automatically checked to a half-ounce tolerance.

ture must make a positive contribution to the business and its standing.

That objective Mr. Ruthford and Russ Boshell, quality control technologist, keep ever in their sights.

Actual preparation of the frozen heat-and-eat specialties is done by a custom packer under San Juan supervision, using basic material from the San Juan plant itself.

● San Juan sees a bright potential for its boil-in-the-bag specialties in seafood restaurants, drive-ins and restaurants generally.

In the first place, they are based on abundantly-tested formulas, providing a degree of uniformity and kitchen craft rare in a restaurant item. With them the cafe can offer an attractive line of specialties running far beyond the capacity of the average menu.

With water a-boil, the time for preparation need not exceed five minutes. The cost is known, to a cent. There is no waste, no overage left on hand. Careful control yields uniformity. The pleased customer comes back —and is pleased again.

With quality in the goods—and it's *there*—the possibilities are entrancing.

In the institutional pack individual cartons are not used. The envelopes, identified as to product, with directions for heating and suggestions for serving, are packed in master cartons.

San Juan Is Integrated Fishery Products Enterprise

● San Juan Fishing & Packing Co. is one of the great, integrated, widely diversified companies in the American fisheries. Its packing activities extend from Bristol Bay, Alaska, to the Columbia River. It has a subsidiary operating in Canada, and draws supplies from many parts of the world, while doing an important export business in addition to its domestic trade.

San Juan is a canner as well as freezer, and a curer as well as fresh fish shipper. It stands in the front rank of American salmon canning and freezing corporations; and is one of the largest handlers of halibut in the entire world. Beside such primary divisions, its fishery products are legion, from the old, traditional salt fish items of another day to the newest boil-in-bag specialties with which this article is largely concerned.

The company was founded by the late William Calvert with his brother James; and is now headed by William's three sons: Lawrence, president; Starr, vice president and treasurer; and William, vice president and secretary. Headquarters are on the company's property, Pier 31, Seattle; with a sales office at 2050 Lincoln Park West, Chicago; and a branch office and Atlantic Coast plant at 233 Water Street, New York.

● In the long list of San Juan fishery products, there are a number which have a special claim on attention. They are today's successful development of yesterday's pioneering.

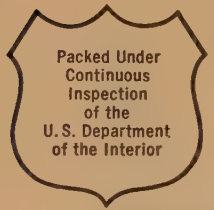
● *Halibut fletches,* vacuum packed in Cryovac heat-shrinkable film and then frozen as uniform, solid, skinless, waste-free loins of halibut ranging from 5 to 20 lbs., as ordered, are among today's primary items in halibut merchandising. They are expertly cut from large halibut, skinned, trimmed of bones and dark meat—and actually cut to specific size in weight and length as preferred.

As marketed by San Juan, halibut fletches frozen in Cryovac fall into three general categories: (1) Type A, 4″ multiple, 5-15 lbs. weight, which can be accurately divided into portions in multiples of 4″; (2) Type B or "California Square," which is always square-cut at the ends and 14″ long,

NOW! the seafood industry's

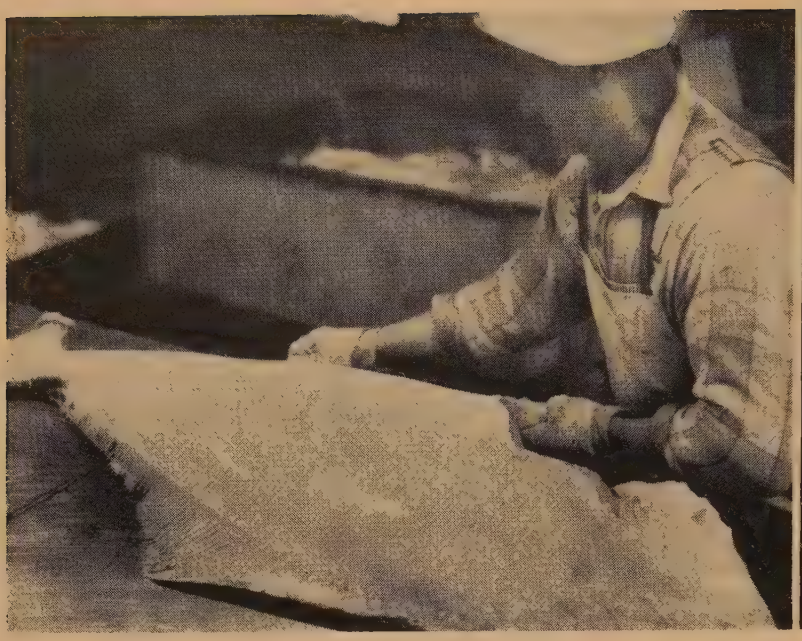
FIRST "GRADE A" SEAL ON FROZEN-FRESH HALIBUT STEAKS

"San Juan" and "Ship Ahoy" brands will now be packed under continuous inspection of the U. S. Department of the Interior and will display the government-authorized "U. S. Grade A" mark.
"San Juan" and "Ship Ahoy" Halibut Steaks available in all retail and institutional sizes.
Other "San Juan" and "Ship Ahoy" seafood items will also be packed under continuous inspection.

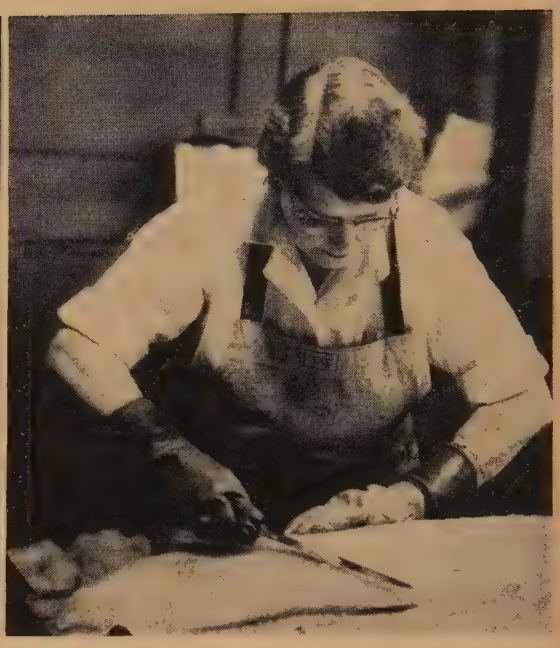


Ask your Broker or Distributor or Write Direct to

SAN JUAN FISHING & PACKING CO.—PIER 31, SEATTLE, WN.



It Takes a Man to fletch a big halibut; and to do it without waste.



A Woman's Touch is deft and sure for skinning and trimming fletches.

ranging in weight from 6 to 8 lbs.; (3) Type C, in which the fletches run from 10 to 20 lbs., each of which actually is one of the four full portions which can be cut from a prime large halibut weighing 80 lbs. or more when caught.

Halibut fletches lend themselves perfectly to the requirements of restaurants or institutions wishing to serve this seafood delicacy according to their own policies with respect to portions, and with the problem of waste altogether eliminated.

Cryovac film and vacuum packing is also employed by San Juan for whole frozen halibut and salmon and skinned Rex Sole, a specialty product with a market limited largely to San Francisco epicures.

Halibut Fletches, vacuum packed in Cryovac, go into a tunnel where steam shrinks the film to fit the fletch, which is then quick frozen in a San Juan tunnel.

● *Portion controlled packing* provides halibut and salmon steaks in a form which can be immediately available for preparation, and in specific sizes and weight and dimension, permitting absolute uniformity of portions, physically, and in cost as well.

San Juan portion controlled steaks are packed in envelopes of impermeable film, in cartons, or in bulk layer pack. Halibut portions are available certified U.S. Grade A; or with the U.S. Department of the Interior continuous inspection mark, as are portions of other products for which U.S. standards have not been adopted.

In the San Juan portion controlled steaking operation large slices are cut from fish selected for size to give the best portions of the size specified. All cutting in the plant is done on "Butcher Boy" saws with special blades for fish service.

Primary slicing is done by men; but women expertly divide the slices into portions designed to meet the weight specifications of the orders on hand and the company's meticulous standards. This work requires long experience and ability, and women seem to excel in the kind of exacting judgment it requires.

Cut portions pass briefly through a glazing solution and to an automatic weighing machine. Here each portion is checked to the half-ounce and deposited in a bin, from which it is drawn by conveyor to women who pack the portions to the particular weight specified by the order being filled at the moment.

● *King Crab Meat* is one of San

Juan's newer products, whose handsome pack matches the exotic character of the seafood itself.

San Juan crab is packed at Kodiak, Alaska, by a subsidiary company, which both freezes and cans the product. The beautiful red and white crab meat is packed in blocks in the most painstaking manner, then frozen.

In Seattle the blocks are cut to size for consumer and institutional packages, glazed, vacuum-packed in heavy transparent film, and further protected in individual printed cartons.

● *Color-coded* master cartons made by the Kieckhefer-Eddy Division of the Weyerhaeuser Co. are among the out-in-front features of present-day San Juan operations. They simplify warehousing all the way from the packing plant in Seattle to the retail store's freezer box.

As far as you can see them—so far that you cannot *read* the words—the cases proclaim their identity in color: GREEN for *halibut;* RED for *salmon;* BLUE for *swordfish;* ORANGE for *all other* products.

The Objectives of Pioneering

● Ranking high in interest and significance in San Juan's 1959 pioneering is the remarkable degree to which *progressive product development and exacting quality control is geared to merchandising.*

Each of these functions reacts upon the others, and all combine to yield progress on a rising business path.

E. A. Ruthford, vice president and general manager; Hugh Lavan, national sales manager; his assistants, Pat Ricci and Ralph Syverson; and Russ Boshell, quality control technologist, compose a staff functioning in these three fields, and moving toward this over-all objective:

Goods of character and quality worthy of the most advanced sales effort; and merchandising energy and methods worthy of the best fish products.

Thus the San Juan pioneering of 1959 in U. S. inspection; vacuum-packing in impervious film; and boil-in-the-bag seafood specialties represents three approaches to the problem of producing to meet a market demand at a profitable level, and selling to match and capitalize upon new products in new packages, and meeting new standards of quality.

● Pioneering is no new undertaking for San Juan.

William Calvert came to the Pacific en route to the Alaska Gold Rush in 1898. The present generation pioneers in the field of fisheries.

Much more than 30 years ago San Juan introduced quick freezing to the Pacific Coast when it secured exclusive rights to the Ottesen process developed in Denmark as the forerunner of today's technology.

Later it brought the first full car of quick-frozen, parchment-wrapped fillets of haddock to the Pacific.

San Juan pioneered in the home seas also, and in the mid-Thirties the company's encouragement, and the market it offered for the catch, was largely responsible for the development of the Washington-Oregon otter trawl fleet, which since has made enormous contribution to the economy of the North Pacific states, Alaska, and British Columbia as well.

As the pioneer presses on to new horizons, San Juan today steers the courses of U. S. quality inspection, vacuum packing frozen steaks in triplex film, and boil-in-the-bag, heat-and-eat, frozen seafood specialties.

For Irregular Products nothing fits like Cryovac with a vacuum drawn and the film then heat-shrunk to product shape. Whole halibut, left; whole salmon, right; halibut fletch, lower right; two packages of Rex sole.

U.S. Fish Quality Standards—

What They Are, and How They Are Applied

● Just what *are U.S.* fishery products standards?

They are a system of inspection and grading voluntarily available to fish products packers desiring to label products meeting U.S. standards with an official mark certifying quality and inspection to their customers.

Among Pacific fishery products, such standards, developed by painstaking study and cooperation between the industry and the U.S. Bureau of Commercial Fisheries, were provided first for halibut steaks. It is anticipated that standards for salmon steaks will be approved shortly, as will those for cod fillets. It should be noted that standards are national in their application; and that standards for fish sticks and breaded shrimp, although adopted primarily for Eastern operation, are also available for Pacific packers.

In addition fishery producers may arrange for inspection of products for which official standards have not been adopted. This assures wholesomeness and conformity with written specifications. Such inspection entitles the product to bear an *inspection certificate* mark, but not a *quality grade.*

San Juan Fishing & Packing Co., first company on the Pacific Coast

U.S. Inspection of Halibut Steaks comes to the Pacific Coast. It involves meticulous examination. Here Morris Rafn, U.S. Bureau of Commercial Fisheries inspector, weighs frozen halibut steaks in the San Juan Fishing & Packing Co. plant, Seattle. He is checking the weight of the steaks in their Flex-Vac triplex film envelopes, and then will compute the percentage of glaze before thawing the steaks, cooking and further examining them.

to apply inspection and certification to halibut steaks under the new standards for this product, also utilizes the certified inspection for some of its other products.

● Specific provisions of the U. S. halibut steak standards identify the product thus:

"Frozen halibut steaks are clean, wholesome units of frozen raw fish flesh with normally associated skin and bone and are three ounces or more in weight. Each steak has two parallel surfaces and is derived from whole or subdivided halibut slices of uniform thickness which result from sawing or cutting perpendicularly to the axial length, or backbone, of a whole halibut. The steak is prepared from either frozen or unfrozen halibut (Hippoglossus spp.) and are processed and frozen in accordance with good commercial practice and are maintained at temperatures necessary for preservation of the product."

Halibut steaks may be packed either as random weight pieces — of three ounces or more—or as uniform weight portions. The standards apply to true halibut only, and other species may not be graded under them, even though such fish may be called "halibut" locally.

● Inspection grading involves three primary procedures:

1. *Plant and procedure examination,* in which the inspector continually checks plant personnel and equipment for sanitation; the raw material for wholesomeness; the processing methods.

2. *Organoleptic testing,* in which flavor and odor are evaluated for freshness and quality. This is done in the cooked state, and flavor and odor of both the light and dark meat of the halibut are tested.

3. *Point grading,* in which measurable physical factors are rated.

Of these it might be said that the organoleptic examination is controlling. Flavor and odor must be "good" or the product cannot be rated "Grade A," regardless of how high the point score may be or how fine the plant and modern the methods. On the other hand, to rate "Grade A" the product must have a point score of 85 or better.

"Grade B" is applicable to products whose flavor and odor are "reasonably good," and whose point score is 70 or better. Goods failing to meet "Grade B" requirements are rated "Substandard."

Point grading takes these factors into consideration, with each defect resulting in a deduction from 100 according to its character and degree:

Examination when frozen — Dehydration, percentage glaze, uniformity of thickness, uniformity of weight and minimum weight.

Examination when thawed—Workmanship, with reference to cutting, collar bone, loose skin, fins, blood spots, bruises, foreign material, backbone, cartilage, sawdust; color, of drip liquor, of light meat, of dark meat, and color uniformity; "honeycombing."

Examination when cooked — Texture whether good and normal, or tough, dry, fibrous or watery.

Compliance with the grade standards inspection does not excuse failure of a product or operation to conform with the provisions of the Food and Drug Act; and inspected goods which are labelled falsely as to the grade given them are misbranded under that act.

● Fishery products inspection on the Pacific Coast is handled through an element of the U.S. Bureau of Commercial Fisheries' Division of Industrial Research and Services, with offices in the Bureau's Seattle laboratory. This office serves Oregon and Washington.

It is anticipated that a similar office will be opened in San Francisco early in the fall.

In charge of the Seattle office is Morris Rafn, with Frank Allhands as assistant.

The Sea is Warm Again . . .

● Water temperatures off the Washington coast this summer are warmer than they were in 1958, by from 1.5° to 2.9°.

The warm water intrusion up the coast of British Columbia, which brought vagaries to the fisheries in 1957 and 1958, retreated during the early months of the year, but then reversed the trend and by mid-July above-normal ocean temperatures were noted as far north as Southeast Alaska.

However, the long tongue of warm water in July had shifted off-shore along the Canadian coast, from which it then was separated by a band of water colder than that immediately adjacent to the coast in 1958.

Washington coastal waters, from the breakers out, were above normal, and appeared to extend far to sea.

Effect of these vagaries on the fisheries cannot be outlined with certainty.

Speaking very generally, the warm coastal waters seem to encourage Albacore fishing in Oregon and Washington.

Adverse effect appears to follow in the case of salmon. In 1958 the Fraser River Sockeye runs were late, and came to the coast from far to the north.

This season they again appear to be delayed, and to be approaching from the south.

PACIFIC Fisherman's NEWS

AUGUST 1959

Halibut Market's Dull Tone Is Causing Concern

● With the year's principal halibut production period running rapidly to its close, considerable concern was manifest around the Seattle Halibut Exchange over the *tone* of the market, as distinguished from its *level.*

It is readily understood that the fishermen find cause for complaint in the lower level of prices. The Seattle market has received substantially more halibut this year than last, but lower average prices have held the gross return to narrow advance over 1958.

Beyond the obvious matter of dollars and cents, there's some concern over the dullness of the market's tone. It doesn't seem to lift when landings are light and hangs close to average figures regardless of the immediate influence of supply which an auction usually is quick to reflect.

Thus the price range of the three grades during the period of a month show only nominal fluctuation. Seeking reasons for this condition, some sellers try to find cause in the three-grade sales pattern adopted on the Seattle Exchange this year for the first time.

Again, and more probably, it may result from the increasing degree to which halibut is frozen in the primary market, and the growing trade in fletches and portions, all of which tend to smooth the effect of variations in supply on selling—*and buying*—prices.

Tuna Seiners Resume Fishing; Clipper Fishing Stalemated; Calif. Albacore Catch Light

● With San Pedro tuna canners offering prices of around $250 per ton for Yellowfin, $240 for Bluefin and $210 for Skipjack, the San Pedro purse seine fleet put out to sea in July, ending a nine-week tie-up.

The net fishermen were hopeful of cashing-in on a big run of local Bluefin reported nearby. Before the fish scattered nine days or so later, 1100 tons were reported to have been received by the Terminal Island canners.

Among the vessels that did best was the *Santa Helena,* former tuna clipper now a seiner, which brought in 270 tons of Bluefin from a three-day trip. *Santa Helena* fishes for Van Camp Sea Food Co. and is skippered by Frank Gargas.

With the local Bluefin run at least temporarily dissipated, the vessels came back into port late in July, most of them to prepare to go out farther after Yellowfin. By the third week of July most of the fleet had sailed into Mexican waters.

Last Clipper Fare Sold

● The tie-up of the San Diego bait boat fleet became complete early in July when the last clipper fare remaining unsold was disposed of in the 158th American Tunaboat Association auction.

The final fish sold was from seven vessels. Prices for Yellowfin ranged from $245 base and $255 premium, down to $240 base and $245 premium; Skipjack sold for from $210 straight to $200 base and $205 premium.

As of late July there was no immediate prospect of the clipper fleet sailing again. Negotiations were continuing daily between the American Tunaboat Association, the cooperative representing the vessel owners, and the canners, looking toward some sort of price offer under which the clippers could fish profitably.

At present offered prices are substantially below the figures of $240 for Skipjack and $270 for Yellowfin which the fishermen's unions have set as a basis of payment below which their men will not fish. Any difference between the $270-$230 floor and the prices actually being offered by the canners would have to be paid by the boat owners, and this they say they cannot afford to do.

Albacore Fishing Light

● Very little Albacore was being received by Southern California canners in July, mostly due to rough weather, and to the Longfins' taking to far offshore waters.

What fish was being caught was

Senate Passes Dogfish Control-Bounty Bill

In July the Senate passed Senator Warren Magnuson's bill authorizing $325,000 to investigate the control and eradication of the dogfish shark on the Pacific Coast. Included is authorization to the Secretary of the Interior to make incentive payments to domestic fishermen with respect to whole dogfish shark carcasses and dogfish shark livers at rates not in excess of $15 per ton in the case of carcasses and 15¢ per pound in the case of livers.

The Senate also approved an amendment to S. 1264, proposed by Senator Bush of Connecticut, to carry out a program to eradicate or control starfish on Long Island Sound and adjacent waters.

Ilwaco Fetes Boat Basin

The Port of Ilwaco, Wash., dedicated its new boat basin late in June. Construction was made possible by a $½-million federal appropriation used for dredging and building of two breakwaters. The port put in some $175,000 into construction of floats, parking area, and other facilities. The basin will berth approximately 550 boats.

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being taken by the bigger boats sailing as far as 300-400 miles out to sea, mostly off Pt. Arguello, Calif. This supports the California Fish & Game Department's forecasts that Albacore would be ranging north this year, following warmer waters.

The price situation in the Southern California Albacore fishery was unsettled, but quite encouraging. Early-season catches were being bought by the canneries on open tickets, but prices were expected to be comparatively high and firm, because of the short supply not only of California fish, but also Japanese.

Short supplies of Japanese fish would tend to reduce imports into the U.S. and would firm up the demand for California-caught Albacore.

Reports from the U.S. Fish & Wildlife Service Market News Service said Albacore prices in Japan were at the highest levels ever.

While economically the situation looked encouraging for the Albacore fleets, it brought tragedy and death as well.

Search was abandoned for the *Caroline Dee* when a bait tank torn from the boat was found floating in the Pacific. The *Ruth K.* was towed into San Diego with a rudder missing. The Coast Guard cutter *Pontchartrain* no sooner had the disabled Albacore boat *Mamie* in tow than she was directed to drop her at Santa Rosa Island and go back out after the *Skipjack*. Earlier, the *Bill*, out of San Diego, had been reported lost.

"American Star" Twin-Disc Came from Chain Gear, Inc.

The Twin-Disc MG 521 reduction-reverse gear on the 335-hp. Waukesha diesel engine with which the big seiner *American Star* was re-powered this spring was sold by Chain Gear, Inc., Seattle territory representative of Twin-Disc, and not by Chain Belt, as mistakenly stated in the July issue of *Pacific Fisherman*. The front-end take-off, through which Capt. Ed Hansen of the *American Star* powers his pumps, anchor and seine winch, also is a Twin-Disc unit from Chain Gear, Inc.

The article in *Pacific Fisherman* also could be construed as indicating that the Twin-Disc MG 521 unit was the first of its kind to be installed in the Pacific Northwest.

Actually, the *American Star* installation was the first Waukesha diesel in the Pacific Northwest to be equipped with this MG 521 reduction-reverse gear, which has been in successful service for some time.

John J. Correia Dies

John J. Correia, formerly skipper of the San Diego tuna clipper *Zarco*, died recently in San Diego. He was 34 years old and had only recently left the fishing business and taken up training as a salesman.

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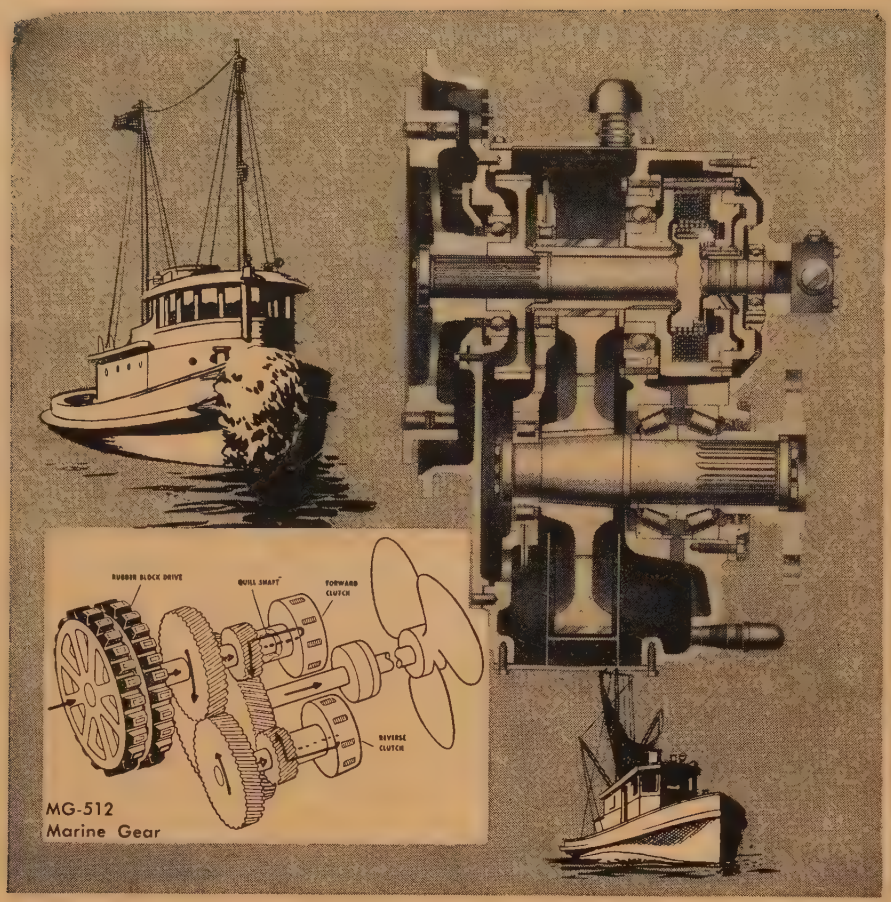

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FAR WESTWARD HALIBUT AREA LURES VESSELS

● Area 3B halibut fishing was ordered terminated for the year at 6 on the morning of August 1 by orders of the International Pacific Halibut Commission issued July 13.

Fishing in Area 3B, west of the Shumagin Islands and into Bering Sea, will continue until October 16; as will that in Area 1A; south of Heceta Head, Oregon.

The continuing season in Area 3B is expected to attract a reasonable fleet to continue its halibut fishing in that area. This is in line with the desire of the commission to secure as large return as possible of the tags which its chartered research vessels have attached to halibut in Westward waters during the past several seasons.

PERU PIONEERED IN ALL-NYLON TUNA SEINES

● Peru, and not the United States, is the world pioneer in the use of the nylon purse seine for tuna.

This is the contention of Jorge Neves V., a *Pacific Fisherman* subscriber in Lima, who challenges a statement in the June issue, by Craig J. Orange and Gordon C. Broadhead, scientists with the Inter-American Tropical Tuna Commission. These authors of the article: "1958-1959—A Turning Point for Tuna Purse Seine Fishing?" credit the first nylon tuna seine to San Pedro, writing:

Anthony M, skippered by Anton Mesitich of San Pedro, scored another first by introducing the first all-nylon tuna purse seine in 1956."

Mr. Neves says that all-nylon purse seines were being fished for tuna out of Peru in 1954, when such a net was operated at Mancora in that year by a boat of the Conulsa fleet. This company, Compania de Negocios de Ultramar, is an affiliate of Wilbur-Ellis Peruana S.A. Other nylon nets followed in 1955.

He reports further that, early in 1956, two other nylon tuna nets were fished by Compania Interamerica de Navegacion y Negocios S.A.

All three of these pioneering nets were manufactured by the Dominion Textile Co., Ltd. (Bluenose Netting Company, Ltd.), of Canada, which Mr. Neves represents in Peru.

In the bonito and anchovy fishery the first 100% nylon Bluenose nets were used in 1955, Mr. Neves says

Drydock for Peru—In the foreground Commander Guillermo A. Villa Pasos stands centered on the 2,000-ton drydock he is towing from Bremerton, Wash., to Callao, Peru, with the Peruvian naval tug **Selendon,** which he commands. With him is Hervey Petrich of the Western Boatbuilding Co., Tacoma, who was instrumental in initiating the project of sending the drydock to Callao, greatly to the relief of fishermen and marine underwriters, for whom the scarcity of proper vessel repair facilities on the South American coast has long been a matter of concern.

Peru's Fisheries Benefit From Additional Drydock

● One problem of fishery operation in Peru will be eased by September with the commissioning at Callao of a 2,000-ton steel floating drydock, acquired by Peru from the United States Navy, and towed out of Bremerton, Wash., July 21 by the Peruvian Navy tug *Selendon* in charge of Commander Guillermo A. Villa Pasos.

This drydock will double the lifting capacity of the naval installation at Callao, which is the only Pacific port with comparable drydocking facilities between San Diego and Valparaiso, Chile.

It is anticipated that the additional drydock at Callao will make possible relatively prompt service in handling necessary work on commercial fishing vessels at this leading Peruvian port.

Marine underwriters are showing substantial interest in the project. One such said "this is a forward-looking action" which could be expected to "prove of benefit to all."

Problems and worries of skippers and fishing companies operating vessels in Peru will be materially lightened as result of the progressive attitudes of the naval authorities of both the United States and Peru.

As a matter of fact, the project which resulted in the drydock going to Callao was initiated because an American tuna clipper, the *Western Ace,* lost her rudder last fall off Talara, the oil port in northern Peru. She was gotten to Callao by a fleetmate and Hervey Petrich, managing owner of the Western fleet, flew down from Tacoma to Peru.

Through cooperation of the Peruvian authorities, *Western Ace* was accommodated on the Peruvian naval drydock and repairs were made quickly. However, the incident indicated so plainly the need for additional facilities that Mr. Petrich proposed an effort to secure an additional drydock.

Naval authorities both in Lima and in Washington proved interested. In the Department of State W. C. Herrington, special assistant for fish and wildlife, and Fred Taylor of his office cooperated actively.

Like the drydock, the *Selendon* was secured by Peru from the U. S. Navy. She is a 165′ former fleet rescue tug. The tow is approximately 5,500 miles.

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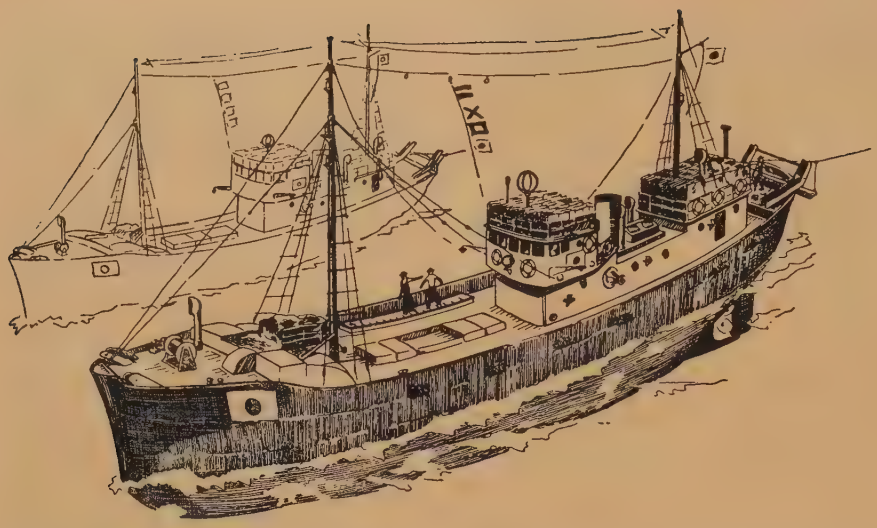

Two-Boat Trawler of the East China Sea type being used by the Japanese fish reduction operations in Eastern Bering Sea, as observed by the Seattle fishing vessel **Jeanette F.**

3 MAIN POINTS

Of Asian Fleets' Operations in Bering Crab and Halibut Areas

- Soviet Russian trawling operations in Bering Sea are taking halibut and freezing it commercially.

- U.S.S.R. trawlers have located a productive halibut bank, which they are exploiting along with their fishing for minor varieties of ground fish.

- King crab to a considerable amount—perhaps as much as several million pounds — is being frozen aboard the new Japanese factoryship *Tenyo Maru,* apparently on an "exploratory and experimental" basis, and presumably without being licensed by the Japanese Fishery Agency.

These three points are the most significant developed by the June-July cruise of the Wakefield Fisheries trawler *Jeanette F.* to Bering Sea for the purpose of studying the methods, location and catch of the Japanese and Soviet fleets.

It should not be supposed that the Asian operators are not wholly within their rights in fishing Bering Sea, for there is no evidence indicating they have not kept well outside U.S. territorial waters.

The stocks they have been exploiting—some of them with utmost severity — have not been utilized by Americans or Canadians to any great extent. However, the King crab and halibut areas which Japan and the USSR have been working in eastern Bering Sea have long been regarded as those from which fished stocks nearer the Alaska Peninsula and the Aleutians are replenished by natural migration.

- Canada and the United States have maintained scientific study and conservation of the halibut of the North Pacific, including Bering Sea, since 1924; and have built-up the population from a state of severe depletion to a condition of good health, exploiting it at the approximate level of sustained yield.

How serious may be the effect of the Soviet halibut fishing upon the American and Canadian fishery cannot be told immediately; nor can it be approximated until something of the volume of the catch is known.

That the Japanese also have been taking some halibut is believed by some persons close to the British market, where Japan is known to have offered and sold some frozen halibut last winter. While the fish might have come from the vicinity of the Kuriles Islands, the area of the Aleutians is regarded as a more likely source.

- *Tenyo Maru* is the second great Japanese factoryship to operate in the eastern Bering Sea, primarily to manufacture fish oil and meal from hake, pollock, Atka mackerel, sole and scrapfish. She is, however, equipped with freezing facilities, and herein lies one of the interesting aspects of her operations.

The *Jeanette F.* observers were convinced that *Tenyo Maru* was receiving and freezing a substantial quantity of King crab, perhaps running to several million pounds. They inquired if this crab operation was sanctioned by Japanese government license, as is the activity of the crab cannery ship *Tokei Maru,* which has engaged in the Bering Sea King crab fishery for years. The answer was that a crab license and quota was not required in the case of the *Tenyo Maru,* as the crab fishing aspect of that venture was "experimental", and thus free of the necessity for license.

- Two Scandinavian engineers were aboard the *Tenyo Maru* for the purpose of instructing the crew in the operation of the fish reduction machinery. This is believed to be of Atlas manufacture, as is that aboard the *Kinyo Maru,* which pioneered the Bering Sea reduction enterprise in 1958, scoring a resounding success.

Capt. Arne Serwold of the *Jeanette F.* reported that the Japanese trawl gear fished by the 20 trawlers serving the *Tenyo Maru* appeared to be of about 3" mesh, with double twine in the cod end. Such a trawl would be of the take-all type, permitting no escape even for fish of small size.

The fishing boats operate radially, trawling toward the mothership. When they approach the factory vessel the trawl is hauled to the surface, but not taken aboard the dragger. The cod end is "zipped" off and passed to a tug or tender, whose duty it is to bring the cod end to the factoryship, while the trawler attaches a new cod end to her net while running back into position for a new drag. The fishing units all seemed to be of the two-boat trawl type favored in the East China Sea.

E. W. Lockwood Retires

E. W. "Bill" Lockwood, vice-president and director, Wilbur-Ellis Co., San Francisco, international fisheries factors, retired last month, having reached the company's retirement age of 65.

Mr. Lockwood joined the firm in 1923. He was Seattle manager from 1924 to 1928, when he returned to San Francisco where he has been ever since. During his 36 years with the company he specialized in fisheries products, and during the last 10 years devoted a large portion of his time to building up the company's fishery products business in South America, South Africa, and Europe.

Mr. Lockwood will continue on a consulting basis with the company.

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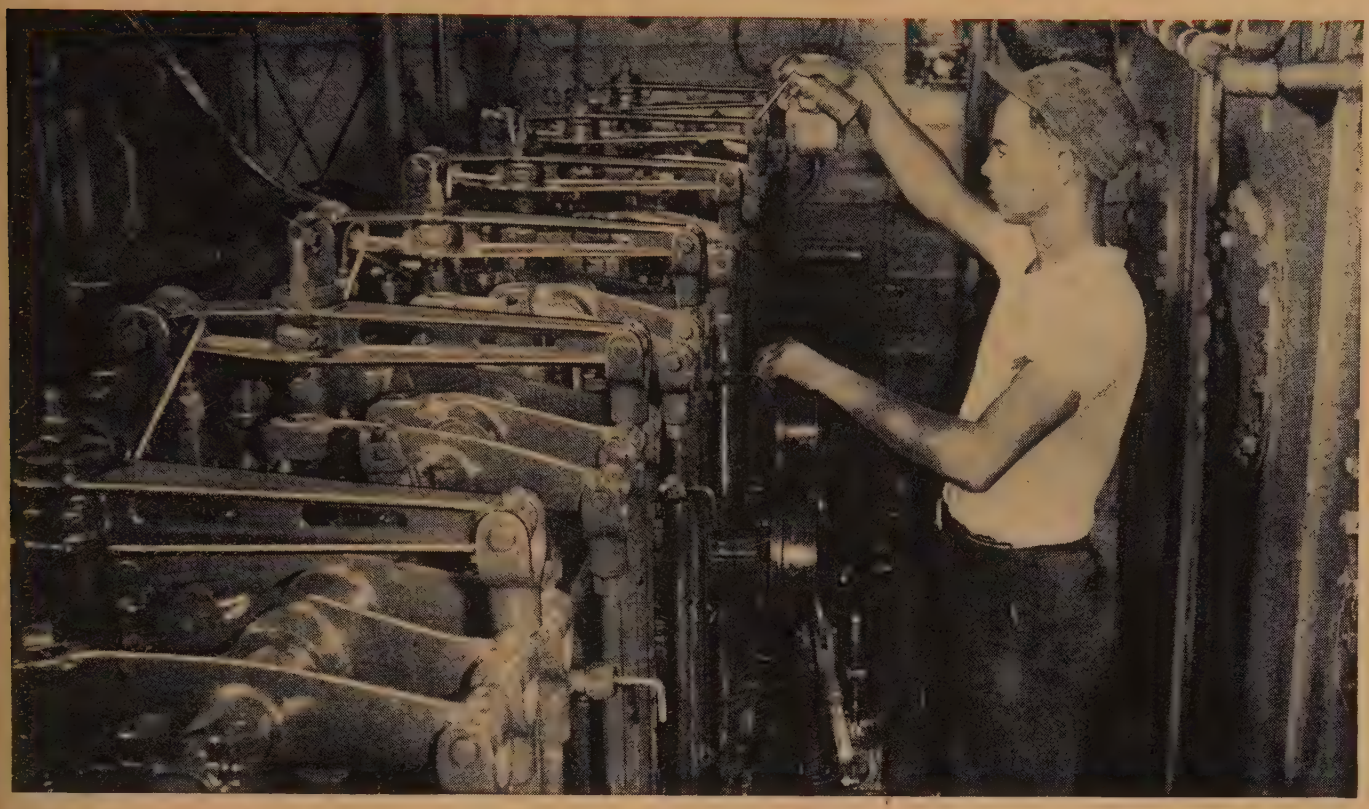

Chief Engineer John Randazza (above) reports RPM DELO Oil makes a big improvement in performance of 250 hp Atlas diesel powering 105-ft. M/V Olympia. "Our previous oil plugged lines and left thick engine deposits," says Mr. Randazza. "Since changing to RPM DELO Oil we've had no plugged lines. We had the heads off after 10,000 hours' operation...the inside of the engine was spotless!"

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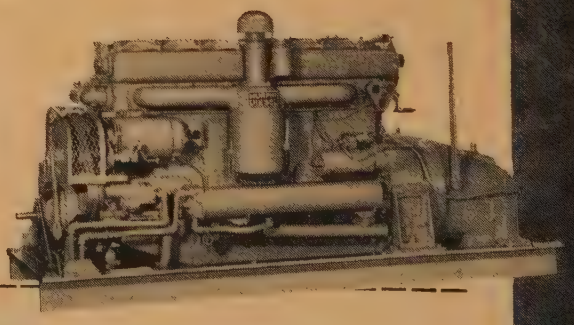

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COBB Takes Look-See at the Chukchi Sea

● Fishing prospects of the Chukchi Sea, that arm of the Arctic Ocean reaching down to Bering Strait, are being given close scrutiny this summer by the U. S. exploratory fishing vessel *John N. Cobb*, operating under a cooperative study for the Bureau of Commercial Fisheries and the Atomic Energy Commission.

She is due to work the Chukchi from August 2 to September 2. Her exploratory operations will be directed by Dayton L. Alverson, chief of the Bureau's North Pacific Fisheries Exploration and Gear Research Unit; and the vessel will also carry a large staff of electronic biologic, and atomic scientists. The *Cobb's* work will be coordinated with oceanographic investigations by the University of Washington's *Brown Bear*, working also in the Arctic Sea.

The *John N. Cobb* is to carry out explorations from Bering Strait north to the Arctic ice field and westward to the U. S.-Soviet treaty line of 1867.

Objectives of the cruise are to carry out detailed studies of the varieties, quantities, and distribution of fish, shellfish, and marine mammals and birds inhabiting the Chukchi Sea region and to acquire information on the physical and chemical properties of these Arctic waters. The information obtained concerning the concentrations of fish and shellfish will be used to assess the future commercial fishing potential of the region, and to provide the AEC with data to evaluate the possible biological damage which might occur in the event nuclear devices are detonated in the area. The Commission is studying the possibility of detonating several atomic devices to determine the feasibility of using nuclear energy for excavating harbors, canals, etc.

The *John N. Cobb* will be equipped with perhaps the widest variety of sampling devices ever taken on an exploratory fishing expedition. Sampling gear which will be aboard the *Cobb* will include standard mesh otter trawls, small mesh trawls, biological dredges, gillnets of various mesh sizes, fish traps, longline gear, beach seines, and a midwater trawl. Skin divers will also be aboard.

Troll-Caught Pinks Set Record Despite Forecast

● Pink salmon catches by trollers off the coast of Washington and Vancouver Island ran heavier in July than in any previous season in the history of Pink fishing with troll gear.

In spite of this fact, the research staff of the International Pacific Salmon Fisheries Commission held fast to its doubts about the coming 1959 run of Pinks to the Fraser River.

While admitting that the substantial catches of Pinks by the trollers fishing at sea close to the coast cast doubt upon the forecast of a short run, the scientists considered their data so significant that they continued to expect a poor run of Pinks.

After all, there was no direct evidence that the Pinks found along the Washington and Vancouver Island coast early in July were gathering there in preparation for their migration to the Fraser in late August and September.

● Forecast of a poor Pink run to the Fraser is based upon the inverse correlation which has persisted for 12 Pink salmon cycles between the water temperature in the Gulf of Georgia at the time the Fraser River Pink fry enter salt water in the spring of the even year and the return of these fry as mature fish in the late summer of the odd-numbered year following.

Thus, high temperature in the Gulf of Georgia in the spring of 1958—and it was by far the highest on record—leads the researchers to expect a low return of mature fish in 1959.

This rule has held for 12 consecutive cycles, and the scientists believe it is sound, although they are unable to supply specific reasons for why it should be so.

● In all respects save water temperature in the Gulf of Georgia at time of migration the 1957 Pink run to the Fraser, the conditions under which it spawned, the winter during the period of incubation, and the size and numbers of downstream migrants, was rated "normal".

Spawning escapement was good. It reached the spawning areas in good time. Water temperatures and levels were of normal character. The winter was neither mild nor severe. There were no floods. The fry emerged and migrated in good numbers.

But they reached salt water which was even warmer than that which produced the disastrous Pink failure of 1943.

Explaining these things recently, one of the Salmon Commission scientists summed up:

"On the strong correlation between Gulf temperature and Pink return over a period of 12 cycles, we must base our expectation that the correlation will continue in the 13th cycle; this in spite of the remarkable catches of early Pinks by the trollers at sea. We *may* be *wrong*—and we sincerely *hope* we are."

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U.S. Accuses Skipper Of Sinking "Cape Douglas"

Charges of barratry—willful sinking of a vessel to collect insurance—were filed by the F.B.I. against Capt. Odd John Solnordal when his vessel *Cape Douglas* was raised from 640′ of water in Puget Sound in July.

Officials reported all sea valve bypasses of the 78′ seiner were found open; and that her hull was intact.

Cape Douglas foundered in Puget Sound Dec. 28, 1958, Capt. Solnordal reporting that she had been holed by striking a heavy object. Together with Kenneth Ness, engineer, he escaped from the sinking craft on a raft.

The vessel, which was insured for $80,000, was owned by Cape Douglas Co., Inc., of which Capt. Solnordal is majority stockholder.

The remarkable salvage of the vessel was accomplished by Capt. Fred Devine, Portland salvage expert. The vessel was located in one of the deepest spots in Puget Sound some miles from where she was reported to have sunk.

Nordby Asks Fishermen For Ideas About Gear

A survey to determine gear and equipment needs for salmon, shrimp, and crab fishermen is underway this summer by Nordby Supply Co., Seattle.

"New regulations, changing conditions, and increased competition make it more necessary than ever that every boat has exactly the gear it needs," says Ward Turnbull, Nordby Supply Co. vice president. "We hope that every skipper who has ideas about improvements in gear will let us know. It's our job to find the best gear possible for the fisherman, and his suggestions will help."

Mr. Turnbull will spend the next six weeks in Alaska surveying the needs of fishermen and cannery operators. He will visit all the principal fisheries areas in the State.

British Sardine Industry Protests Calif. Imports

Action by the Cornwall Sea Fisheries, representing the British pilchard sardine industry, protests against prospective imports of California sardines into the United Kingdom on the ground that such trade might well result "in the extinction of the Cornish pilchard industry."

These are words strangely reminiscent of some heard in the American tuna industry with reference to imports from Japan.

Britain's present principal source of pilchard sardines is South Africa, with a smaller quantity from Japan.

Light and Fast, aluminum-built and diesel powered, this pioneering seine skiff is expected to keep **Sea Quest** among the high boats, no matter how hot the competition. Her astonishingly compact GM diesel, as installed, is pictured below.

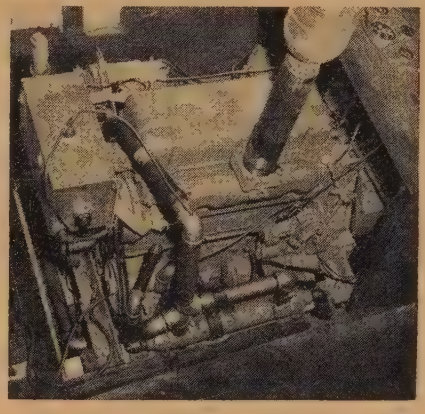
All-Aluminum Skiff Serves "Sea Quest"

● A new seine skiff of Kaiser #5086 aluminum alloy, designed and built by the Marine Construction and Design Co., Seattle, this summer is serving Matt Svorinich and his *Sea Quest,* high-line Puget Sound seiner.

This is the first seine skiff ever built of aluminum and Capt. Svorinich has high hopes for its performance. Powered with a GM 4-53 diesel, the skiff will make 10 knots easily, with about 12 knots tops, although she is fitted with a towing wheel for use in fishing.

The skiff is 16′ x 8′ and equipped with flotation tanks. A waterproof plywood cover houses the engine amidships, with the towing bit welded in just aft of the engine box.

Sea Quest is a relatively new vessel, one of a long line of fine seiners operated by Svorinich, and powered with a GM 6-110 diesel.



An interesting feature of the new skiff is the clean interior with little or no obstructions in the after end for snagging the leads as they are worked over the side.

Capt. Svorinich feels that the weight saved in the construction of the new skiff will also make it easier to get the skiff aboard for moving from point to point during the fishing season.

B.C. Whale Meat Used for Fur Feeding

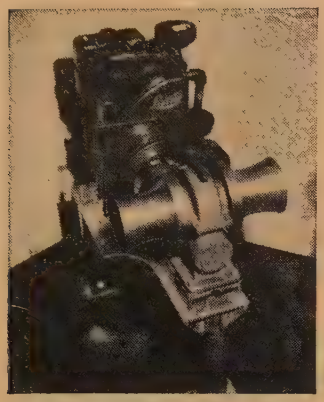
Substantial shipments of British Columbia Packers, Ltd., whale meat, both canned and ground-and-frozen, have been delivered this summer to the Columbia River by refrigerated transport, consigned to the Oregon Fur Producers Association.

A recent shipment included 1,500 cases of canned whale meat and 3,612 sacks of the frozen product.

"Doreen B" Sold and Re-Named "San Giovanni"

Doreen B., well known Eureka dragger, formerly owned by Neal Burton and later by Edward K. Andre, San Francisco, has been sold through Dan Bohne & Son, Fishermen's Wharf, San Francisco, to Giovanni Pennisi, Pacific Grove, Calif.

Doreen B. has been renamed *San Giovanni,* and will fish for the Monterey Fish Co., Monterey, Calif.



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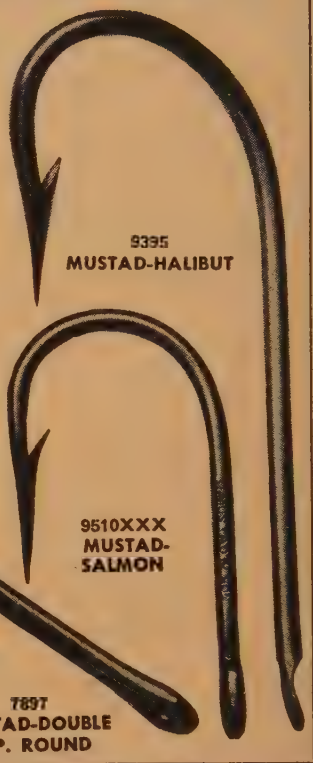

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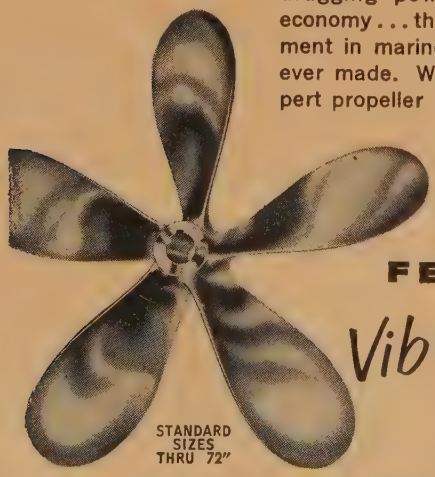

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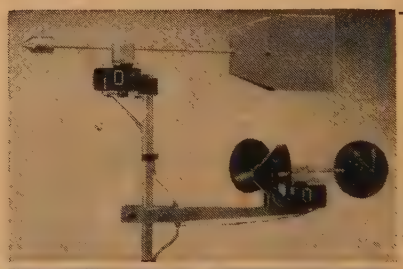

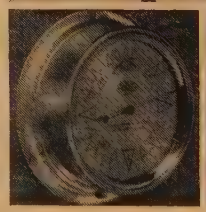

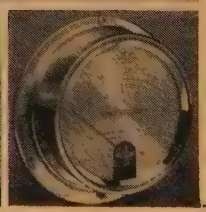

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Albacore and Warm Water Noted on Northern Coast

● Active Albacore fishing was experienced during the last half of July by a substantial fleet of jig boats fishing off the Southern Oregon coast from Cape Blanco north to Newport on Yaquina Bay.

Somewhat lighter fishing was being found north of Newport, as far as Grays Harbor.

Deliveries to Astoria and Newport, where the bulk of the business seemed to be going, ran as high as 10,000 lbs. to the troller.

Price both at Newport and Astoria was reported steady at $400 per ton.

Fishermen are of the opinion that there is a substantial body of Albacore off the North Coast, enough certainly to produce an excellent season if weather permits steady fishing. What they're really looking for is misty, overcast weather, with the seasonal nor'western suspended.

Water conditions appeared favorable.

While the northward extension of warm water which has brought unusual conditions to the North Coast for two years appeared to be retreating strongly last spring, Canadian oceanographers report this trend was reversed in May, and that through June and July the warm water mass again was growing and extending.

The tongue of warm water north of Cape Flattery moved further offshore but runs northward as far as Southeast Alaska.

Off Cape Flattery the warm water mass was very wide early this summer, extending far to sea. This condition continued down the Washington and Oregon coast.

Water temperatures to a depth of 150 *fathoms at the Swiftsure and Umatilla Reef lightships this July were* 1.5° *to* 2.9° *warmer than they were in July,* 1958.

Fishermen reported the Albacore were being taken in an unusual pattern off Oregon and Washington; and that water temperatures were peculiar, as indicated above. For example, just before presstime some very good fishing was found off the Grays Harbor Canyon, where the water was 62° and a stiff nor'wester blowing.

The clear, blue water which is often associated with Albacore seemed to have lost its pulling power, and the boats working off the Oregon coast frequently found their best fishing in "muddy" and "brown" water.

Clipper "North American" Sinks in Collision

Rammed by a barge, the San Diego "baby" tuna boat *North American* sank in Puget Sound off Whidbey Island early on the morning of July 11. The collision, said to be of explosive force, took place between Double Bluff Buoy and Bush Point; all four crew members were picked up immediately by the tug *Charles,* bound for Alaska with the barge.

North American, 87′ long by 23½′ beam drawing 12′, was entering Admiralty Inlet and Puget Sound for conversion to crab fishing. Her crew, idled by the current tuna situation in her home port, were going to try King crab fishing near Kodiak.

Archie Beaudin of Chula Vista, Calif., was at the helm, standing watch with owner-skipper A. K. Anderson of San Diego, who had just gone below to check the engine, a 480-hp. diesel. The concussion awakened off-watch crewmen Carlo Margett, a navigator, and Raymond Danelson, engineer, both San Diego men, and they hurried to man the pumps but saw nothing could stop the water. The ship was struck amidships on the port side; they estimated that she was smashed to a point nearly over the keel and that she sank within ten minutes. They had only time to grab some clothing before rescue by the tug, which backed astern at once to pick them up.

The men were soon transferred to Coast Guard vessels which had been in the vicinity. A U.S.C.G. 83′ cutter happened to be nearby also, assisting a yacht in distress, and attempted to take the *North American* under tow but soon lost her. She sank in about 360′ of water, it was reported.

North American, valued at $150,000, had fished tuna off the California coast for seven years.

S.E. Alaska Herring Quota Filled Early

Main quota of 22,500 tons (180,000 bbls.) of herring for the Eastern and Western districts of Southeast Alaska was caught up early, and the Bureau of Commercial Fisheries ordered the districts closed to fishing for reduction purposes after July 11.

This was subject, however, to the regulatory provision that an additional 10,000 tons could be taken after July 15 south of Swain Point and Snipe Bay; and 2,000 tons further in Icy Strait, Lynn Canal and Chatham Strait.

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Please send particulars regarding type, capacity, condition, price, etc., to Box 721, Pacific Fisherman's News, 71 Columbia Street, Seattle 4, Washington.

Tuna or Sport Fishing Boat for sale—in excellent condition. Priced at $3950.00. Length of the boat is 35', beam 10'. Contact Mr. Al Larson, Marine Equipment Co., P.O. Box 950, Astoria, Oregon.

WANTED: 70' to 90' Seine or Cargo boat. Wide beam. No turn table, netting, or fishing gear. Diesel powered. 10 knots or better speed. State full particulars, price, condition, etc. Robert Lorenz, 2547 Lincoln Blvd., Venice, California.

FOR SALE: 38' combination boat "Standard". Chrysler gas motor. Sleeps two. For particulars contact George Kinssies, 5723 Palatine, Seattle 3, Wash. Phone SUnset 4-8057.

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Alaska gear scow K. P. No. 2—built in 1945—22 x 65 x 5—62 tons net—redecked and new A-frame in 1957—complete with two drum donkey and 125 hp Waukesha new in 1954—excellent condition—$7200.
Deck scow C. J. No. 11—built in 1943—55 tons net—24 x 60 x 4.5—good condition—$5900.
Write to Ketchikan Packing Co., 625 Coleman Bldg., Seattle, Wash.

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John Marr Appointed Assistant POFI Head

John C. Marr, for many years chief of the U.S.B.C.F. part in the sardine researches carried on by the California Co-operative Oceanic Fishery Investigations, has been named assistant director of the Pacific Oceanic Fishery Investigations, of which Garth I. Murphy is co-ordinator with headquarters at La Jolla, Calif. Mr. Marr left at the end of June to take up his new duties in Honolulu, Hawaii.

Dr. E. H. Ahlstrom, formerly Mr. Marr's assistant, named head of the sardine program succeeds his former chief. Mr. Murphy, present CCOFI co-ordinator, was previously director of POFI.

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"Cessation Zone" and New Treaty Proposed in Senate Resolution

● Re-negotiation of the International North Pacific Fisheries treaty—with Soviet Russia as a party to it—is frankly proposed in a resolution submitted to the United States Senate in July by Senator Warren G. Magnuson of Washington.

The action carries special significance because Senator Magnuson is chairman of the Committee on Interstate and Foreign Commerce, which handles the Senate's fishery legislation. The resolution, however, was referred to the Foreign Relations Committee.

The Department of State is called upon by the resolution to enter into negotiations with Canada, Japan and the Soviet Union "looking to establishment of a new fisheries treaty and equitable solution of the problems involved."

● Negotiations also are called for on an immediate basis to establish a temporary zone in the North Pacific in which Japan, Canada and the United States would voluntarily refrain from fishing until the question of the Abstention Line can be resolved.

This proposal is in essence that of the "Zone of Cessation," which has been suggested by the United States Section from time to time without securing favorable action from the other parties to the convention. It was formally proposed at the meeting in Vancouver in 1957, when Japan rejected it as "not a suitable subject for formal discussion;" and Canada agreed in effect, saying "the proposal . . . is not one which . . . should be debated extensively at this meeting."

● In his resolution Senator Magnuson said that unless the treaty is revised and new boundaries are set through United States-Japan-Canada-U.S.S.R. negotiations, the Bristol Bay "world's richest Red salmon fishery, giving employment to a substantial segment of the population of Alaska" is headed for extinction.

The Magnuson Resolution projects into Congress the policy question of a possible new North Pacific Fisheries Treaty—and one in which the Soviet Union might wish to participate. It gives an opportunity for congressional consideration of a possibility proposed by the Oregon legislature in a memorial reported upon in the July issue of *Pacific Fisherman.*

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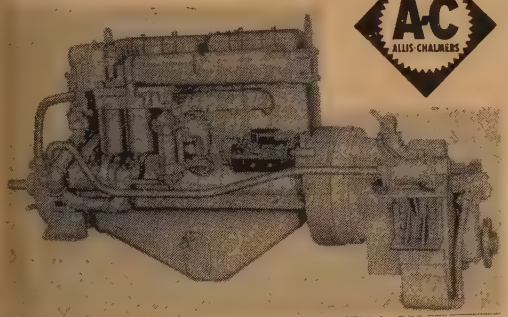

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Article 4, Latin-American Series

Unloading Anchovies at Callao with a mobile fish pump mounted on a truck chassis. Note all boats heavily loaded; and the fisherman doing sack time on the concrete bull rail in typical pose.

Fish Meal Boom Boosts Peru Close to World Leadership

● "In the past two years, Peru's fish-meal producing industry has grown at an almost explosive rate."

So one well-informed individual puts it.

The figures bear out those enthusiastic words.

According to statistics compiled by an unofficial but extremely well-informed source in the fish-meal business, Peru in 1956 exported 27,791.7 metric tons of meal. In 1957 the export total shot up to 53,969.8 metric tons, almost double the previous year . . . and in 1958, according to the Market News Report of the US Fish and Wildlife Service, the year's total was 105,777 metric tons. However, the unofficial source quoted before puts the 1958 export total at 115,645 metric tons. (1 metric ton = 2200 lbs.)

Anyway you look at it, it is slight exaggeration to say that Peru has doubled and redoubled her fish-meal exports in the last two years, and stands close to world leadership in production of this commodity.

How's the Price?

● A good world price for fish-meal is one of the reasons behind the present booming prosperity of the Peruvian meal industry.

High-protein meal, which is the bulk of the Peruvian production, was selling in 1959 for between $137 and $138 a metric ton f.o.b. Peruvian ports, in line with the U. S. price. At time of writing in July, 1959, Peruvian 65% protein meal was quoted at $132-$133 per short ton, f.o.b. Gulf ports.

Although the Peruvian price shows some decline from previous highs, meal is still a profitable item, a commodity that finds ready sale in world markets and that can be produced with a comparatively low investment in equipment and materials.

In fact, high present state of prosperity of the fish-meal industry has proved a minor but welcome boon to Peru's economy generally. F. D. Wyatt, head of the Wilbur-Ellis organization in Peru, and a well-grounded and penetrating thinker on such matters, points out that while the world price of fish-meal is at the moment steady and high, the world prices of other Peruvian export commodities are, to say the least, shaky.

Cotton prices, Mr. Wyatt shows, are under pressure in the world markets, partially because of US aid to certain non-Peruvian cotton-producing countries. The copper price is unsteady. The healthy state of the fish-meal market could be a greater boon

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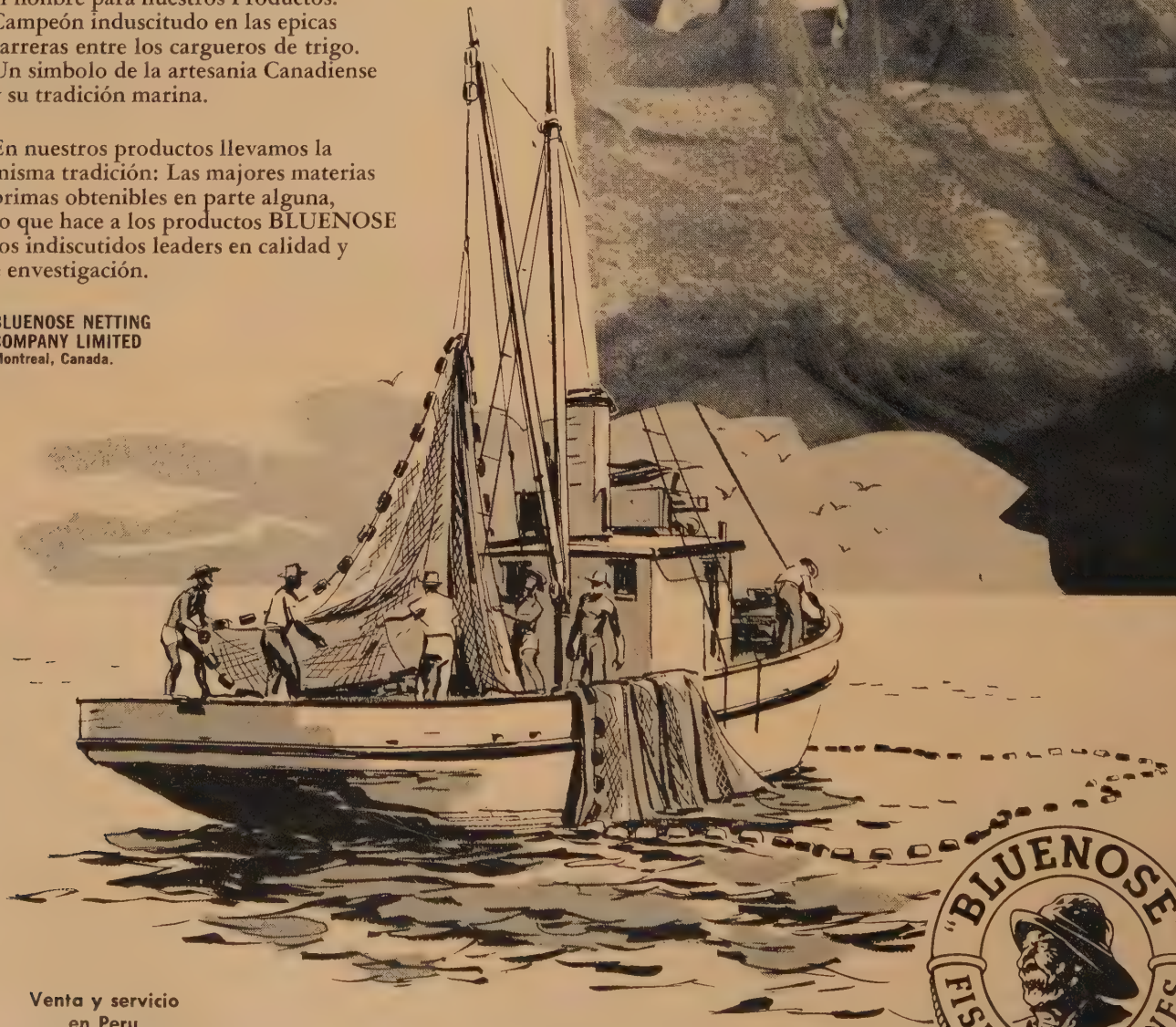

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to Peru if the industry itself were bigger in scope. As it is, it accounts for less than 10% of Peruvian exports, and its benefits, though welcome, are minor.

What the Industry Looks Like

● When a *Pacific Fisherman* reporter visited Lima recently, two years after this journal's extensive coverage of the Fisheries of Peru, he was amazed to find no less than 16 fish-meal plants in Callao, the port of Lima, some seven miles from the center of the capital. Once Callao was an entirely separate community, but today it has grown enormously, as has Lima itself, and the two are almost merging. The harbor area of Callao, at the water's edge, is reached from Lima by about a 20-minute taxi ride.

Along the Avenida Argentina, which leads from Lima to Callao, most of the fish-meal plants are located, almost door to door, it seems.

When the industry began to boom, the chief source of equipment—dryers and presses—was California's shrunken sardine-processing industry, which had dried up when the sardines disappeared from California waters some nine years ago. Consequently, now along the Avenida Argentina one sees many a dryer and many a press bearing the nameplates of Standard Steel Corp. of Los Angeles and Enterprise Engine & Machinery Co. of San Francisco.

Now, however, the California source of second-hand equipment has been pretty well exhausted, and the Peruvian plants are installing new equipment.

Besides new American plants, there is much Danish, French and German equipment in operation in Callao and in Peru's biggest fish-meal center, Chimbote, where there are 12 fish-meal plants, probably producing as

Surge en el Perú la Industria de Harina de Pescado

• Casi con la velocidad y fuerza de un cohete ha subido la cifra que representa el total de exportación de harina de pescado del Perú en los últimos dos años. Actualmente la República ocupa el primer puesto entre las naciones exportadoras de harina de pescado. En el año 1956, el total marcaba 27,791, 7 toneladas; en 1957 aumentó a 53.969,8 toneladas, y en 1958 hasta 115.645.

Cuales son las causas de tan extraordinario progreso?

En primer lugar, el Perú goza de grandes riquezas de anchoveta que habitan las aguas muy cerca del puerto del Callao, cosechas que se realizan con poco esfuerzo y gasto.

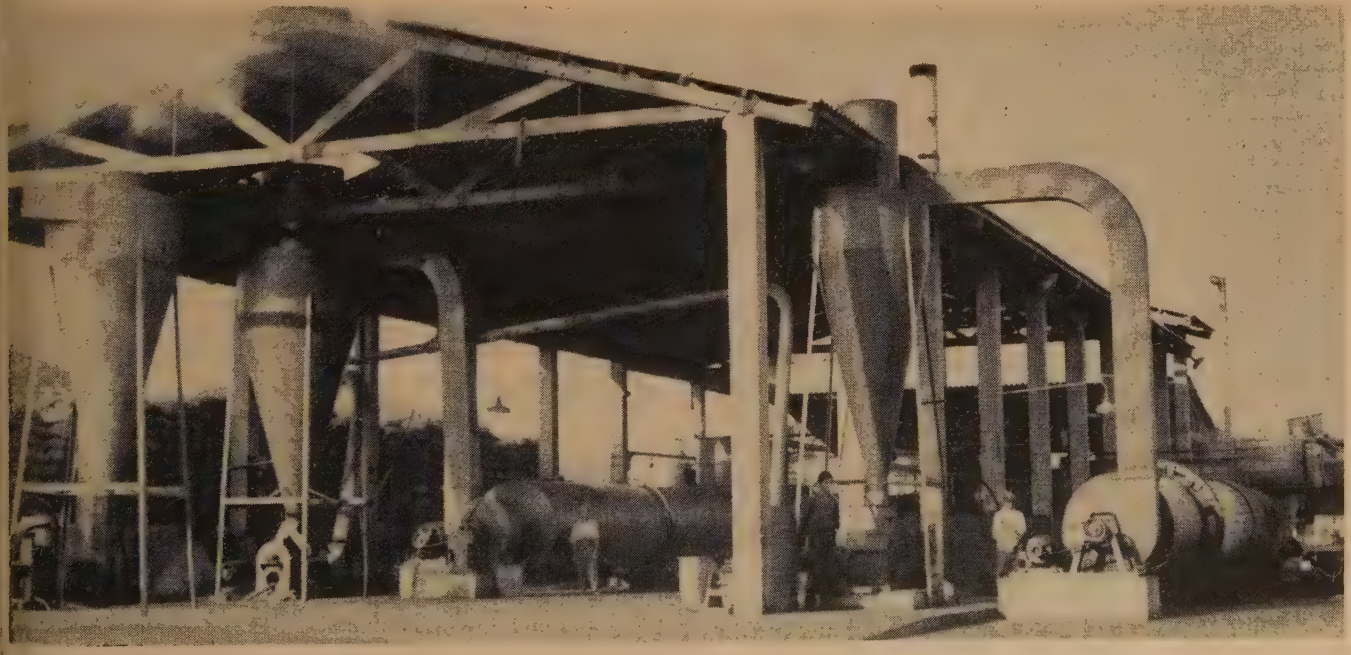
Por otra parte, el precio mundial de la harina de pescado está por ahora alto y seguro. Y en fin, la elaboración de harina de pescado es industria que requiere comparativamente menores gastos en equipos y planta.

En el Callao, puerto de Lima, existen ahora unas 16 fábricas de harina, y en el puerto de Chimbote otras 12. Cuando empezó el rápido desarrollo de la industria, se llevó al Peru mucho equipo de California, que quedaba sin uso desde que decayó la industria californiana de harina de sardina hace ocho o nueve años.

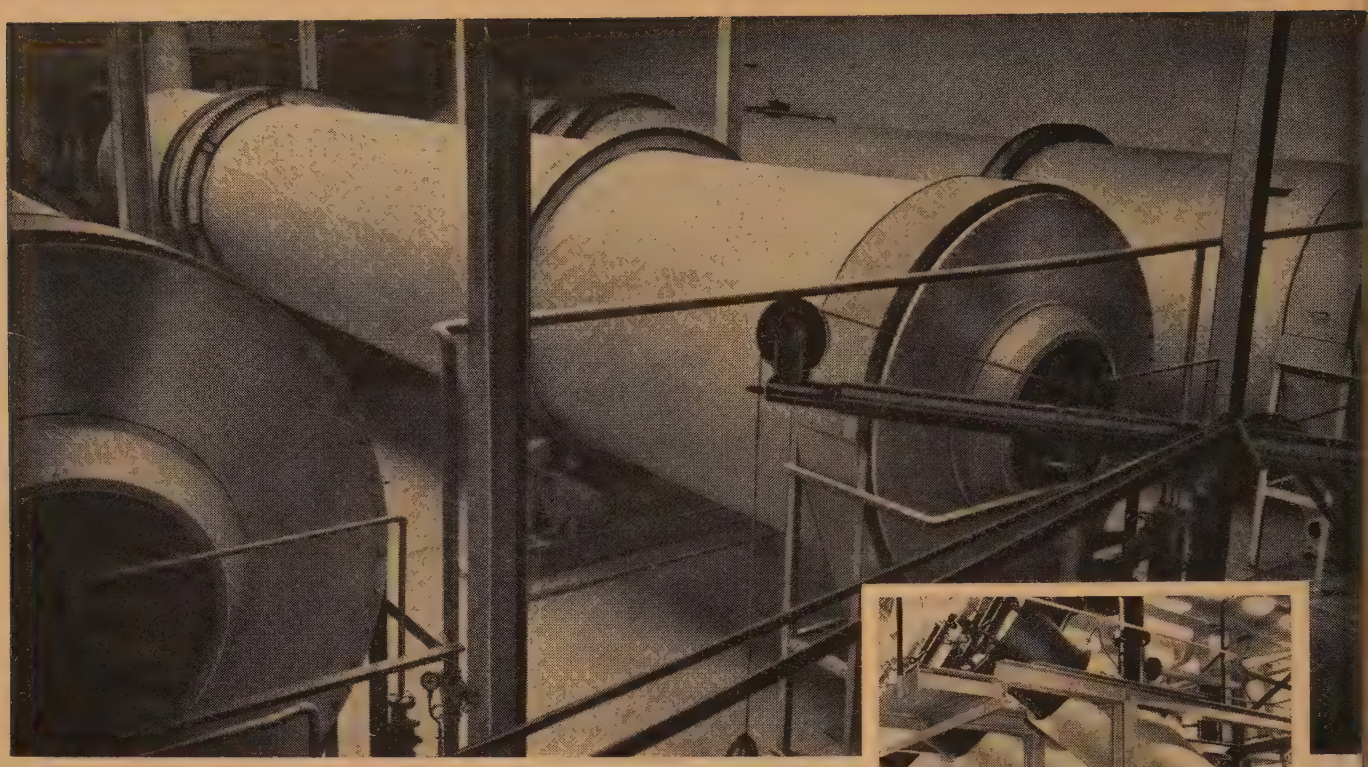
Mas ahora se encuentra en el Perú equipos franceses, alemanes y nacionales además de los de California. También se habla de ciertas prensas para uva fabricadas en Italia que según se dice pueden usarse para anchoveta. Puesto que el precio de dichas prensas es muy bajo, el uso de tales equipos podría tener notable efecto en la economía de la industria.

El notable desarrollo de la industria harinera en el Perú ha traido consigo aumento en la fabricación de barcos, redes, camiones, cocedores, preusas y otras fabricaciónes de metal que se necesitan para la elaboración de harina de pescado.

Aunque hace ya dos años o más que sigue en plena marcha la industria Peruana, no se sabe con seguridad qué efecto estará teniendo la pesca a gran escala de anchoveta. El Consejo Hidrobiológico del Peru sigue sus investigaciones para determinar qué cantidad de pescado se puede cosechar sin hacer daño a las poblaciones de anchoveta.



Roofed for Shade Only, this Callao reduction plant of Pesquera el Molino is seen from the grinding and sacking end. Equipment is of U.S. and Peruvian manufacture. Note sacks of meal stored in the open in the left background.



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Today's Typical Seiners moored at Callao, Peru. The fleet in this fishery is developing astonishingly in numbers, size, character and efficiency of vessels. Most of them employ nets of nylon or Marlon synthetic fibers.

much or more meal in toto than the Callao-Lima plants combined. Chimbote can claim to the title of center of Peru's fishing industries.

There is also very interesting talk about an Italian wine-press that is said to be adaptable to fish-meal production. Since this press is said to sell for 70,000 Peruvian soles (about $2510 at the current exchange rate) and to produce five to seven tons per hour, it could cause a revolution in fish-meal production costs if it is found adaptable to the industry.

Uniform Methods Employed

● Another developing source of dryers—and to a less degree of presses—is Callao itself. Steel fabricating firms which make truck bodies, tanks and similar structures are turning out dryers of entirely usable quality, and some are beginning the construction of presses.

Broadly speaking, the method of producing fish meal and oil is much the same in every plant; but among the Peruvian plants there are interesting variations.

The Callao-Lima reduction industry is based on a rich supply of Anchovies, which school just outside the beautiful harbor of Callao. Day boats, most of which are now around 35' long, bring the fish to the Fisherman's Wharf in Callao — a well-designed, modern, all-concrete dock. They discharge their fares into specially-built truck bodies through large-diameter suction hoses.

There are at least half a dozen unloading installations on the dock, and most of them are owned by the managements of the reduction plants into whose trucks they deliver the fish.

It being only a matter of four miles or so from the receiving dock to the meal plants, fish are trucked without ice or any other means of preservation. The various plants have various methods of receiving the fish—mostly concrete areas, either enclosed in low concrete walls or open—and the material is moved by screw conveyor to a hammer-mill where it is broken up and prepared for the press.

The pressed fish solids are moved to the dryers, which are big revolving steel cylinders heated by oil burners, through which the meal passes, emerging at the delivery end to be sacked and stored for delivery.

Oil is refined in centrifuges, mostly of DeLaval and Sharples manufacture.

● At the present there are no operating stick-water plants in Peru, although two are under construction at Chimbote and Callao.

Sacked meal is stored outdoors without regard to weather, for on the Peruvian coast it seldom or never rains. The climate of the coast is formed by the cold Humboldt Current, and the combination of the cool ocean and the hot desert makes for an upper atmosphere that rarely condenses into rain. There is plenty of moisture in the air, with a high relative humidity, but it almost never precipitates as rain.

The fish-meal industry of Callao is a cosmopolitan community. Among the 16 plants in the district, one is French, one Chinese, one Japanese, one Italian, one Spanish, one German, and of course a number are Peruvian-owned.

A Lock-Stock-&-Barrel Move

● The French plant — officially named Franco Peruana de Industrias S.A.—is remarkable among the Callao plants in a number of respects.

For one thing, the original equipment for the plant was brought over from Morocco, complete in a package, including trucks.

Present equipment in operation at Franco Peruana was made in Oslo, Norway, by Kampen, which supplied the entire installation, including cookers, dryers, presses, cyclones and all, save for a Cleaver-Brooks boiler installation.

New equipment to be installed in an expansion program, however, will be made in Germany by Schlotterhose & Co. Maschinenfabrik, Bremerhaven-G. This is precision-built equipment, and the installation will be mounted in a completely modern Peru-style plant.

Concrete bases have been provided for both old and new equipment in an open-side steel building, with concrete floors that provide adequate drainage for washing down the plant,

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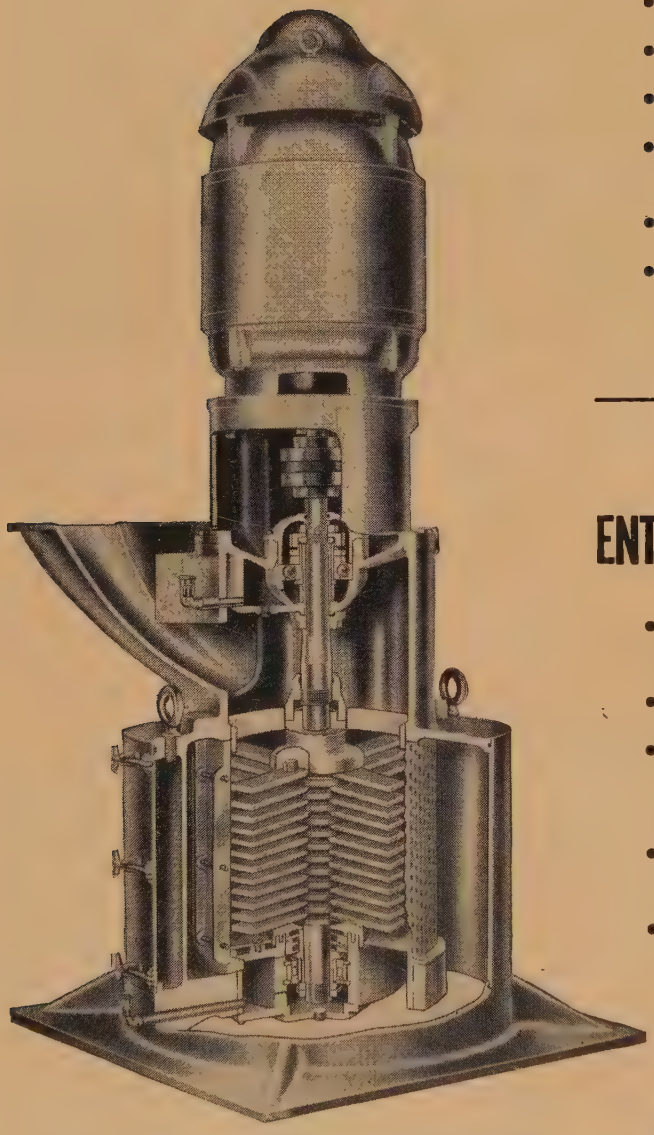

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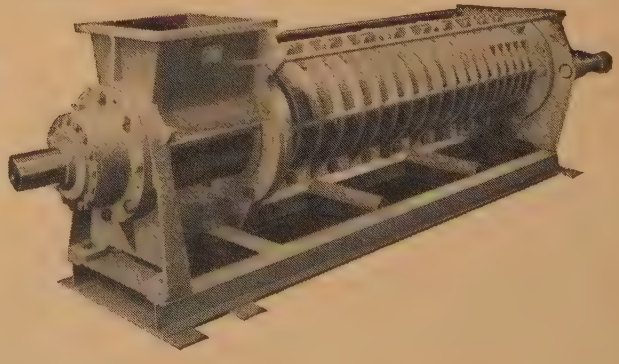

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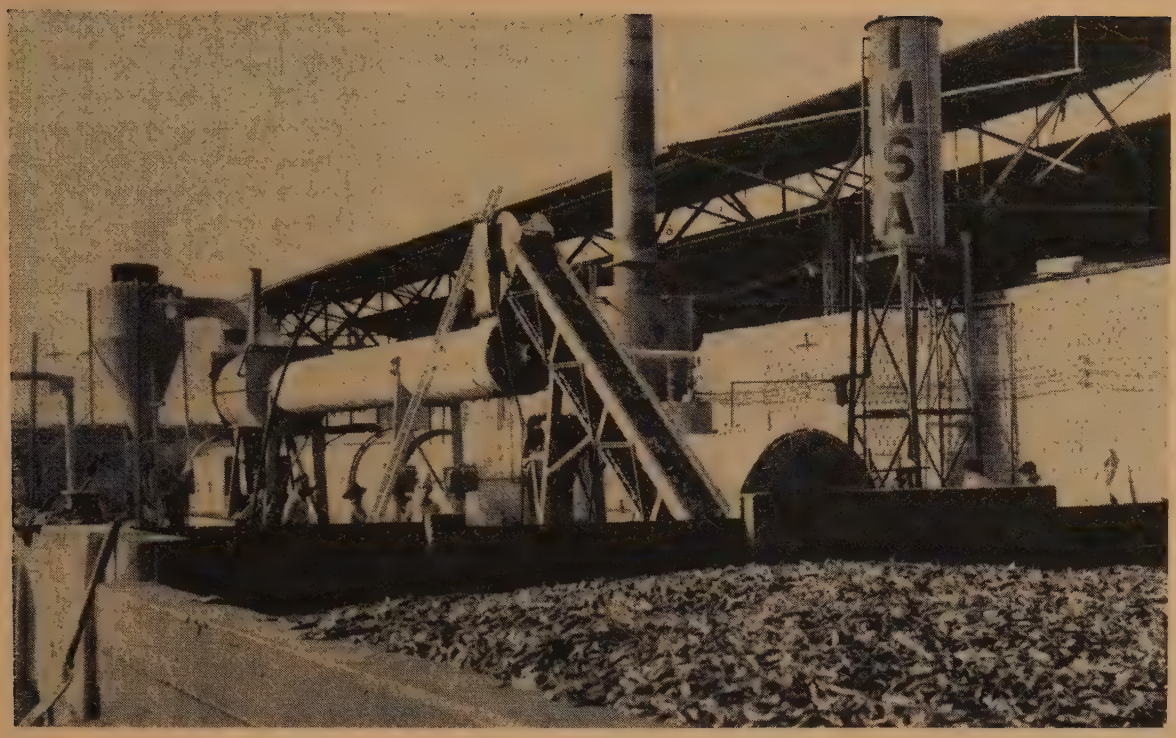

Open Air Meal Plant in Peru, typical of the anchovy industry. Fish are dumped into the pit at the right by trucks from the waterfront. The thoroughly modern machinery is open to the rainless sky.

which at Franco Peruana is done frequently. The buildings are roofed with Eternite, a pressed-concrete corrugated material much favored in Peruvian industrial buildings.

English-French Trucks

● The move from Morocco brought English Aclo trucks, 15 tons capacity, powered with 130-hp. diesel engines. These imports were supplemented with GM and one Ford truck, but the new trucks purchased for the expansion program, will be French Wilome units, powered with Boudoin French-made diesel engines.

Present capacity of the Kampen equipment is around five to seven tons per hour, but the Schlotterhose machinery will handle 10 to 15 tons/hr.

The main reason for the move from Agadir, Morocco, to Callao, Peru, according to manager Henri Canaguier, was political. With unrest in French North Africa apt to erupt into violence at any time, management found it not worthwhile to buck the situation, and decided to move to Peru, where the climate is notably more favorable for a successful business operation.

● The subject of vessels in the Peruvian meal industry is to be covered in a separate article in this series, but perhaps it is not out of place here to say that just about as this is written Franco Peruana was to accept delivery of a stern-engine fishing boat for its operation. This was to be a 60′ vessel, named *Agadir,* and the stern-engine feature is only one of the construction innovations being put into service now by the enterprising processors and shipyards of Callao.

Callao's Biggest Meal Operation

● The biggest anchovy reduction plant in Callao is Pan-American Fish Packing, a firm headed by Marco Ghio—a name well known in U.S. Pacific Coast fishing.

Pan-American has two equipment assemblies, with a total top fish capacity of 30 tons per hour. Working capacity, however, naturally varies with circumstances, and at the time this reporter visited the Pan-American plant it was handling about 20 to 21 tons per hour because, Mr. Ghio explained, the fish was fat and oily, requiring longer processing time.

Pan-American operates 10 trucks hauling fish from Fisherman's Wharf to the processing plant; 15 wooden 51′ vessels fish for the firm. The equipment is American-made, and the plant is not only the biggest, but one of the most efficient and best-maintained in Callao. It covers several acres in extent, mostly devoted to outdoor storage of sacked meal; and the whole is surrounded by a high, stout brick wall.

Pan-American is an outstanding success story in the Callao fish meal industry. The brothers Ghio began on a small scale, but were in on the ground floor, and with ingenuity and energy built up their business to its present scope. Marco Ghio, always on the lookout for more modern equipment, is this year undertaking a European trip to see what that Continent can do for his firm.

● Also notable for its efficient operation, and for its use of Peruvian-made equipment, is Pesquera El Molino, S.A., Callao. President of this firm is Manuel Elguera, the leader of Peru's fishing industry. Mr. Elguera is past president of the Sociedad Nacional de Pesquera (National Fishery Society) and has interests in a number of fishery firms.

El Molino operates one press made by Mecanica Industrial S.A. of Lima, owned by Arturo Madueno, also presses made by Stanley Hiller, Inc., of Oakland, Calif., and Enterprise Engine of San Francisco. The dryers are Peru-made, and the plant operates at a rate of about 12-15 tons per hour. Centrifuges for oil extraction are made by Sharples and DeLaval.

Plenty Fish—Now

● Fish meal is today the biggest export of the Peruvian fishing industry —more than three times the tonnage of the second-biggest item, which is fish, canned and frozen. According to the US Fish and Wildlife Service, the 1958 figures were 105,777 metric tons of meal exported, and 30,056 metric tons of fish. Sperm oil, fish oil and whale oil complete the list.

The meal industry is based on a plentiful supply of anchovies caught just off the coast by day boats, which need no refrigeration. The fishery is located so near the harbors, and the

processing plants so near the water, that boats which usually cast off about daybreak are back by midafternoon with full loads.

While the general feeling in the industry is one of boundless confidence and optimism, the more thoughtful management people are asking themselves a number of questions.

Question 1—Anchovy is now plentiful and handy. But there is no recorded past history of the anchovy fishery to tell whether it is being fished out or not. Research doesn't go back far enough to show what a normal anchoveta fishery is.

This question is being answered as quickly as possible by research being carried on by the Consejo Nacional Hibrobiologico (National Hydro-Biological Council), composed of representatives of the fishery industry, the Peruvian Navy and the national Guano administration, and headed by Adm. Mariano H. Melgar.

The Guano administration has a big stake in the anchovy fishery, because the birds that produce the guano feed almost wholly on anchovies. The fish meal industry and the guano industry therefore share a common source of raw material.

Under the technical direction of Dr. J. Popovich, the Council is gathering data on the anchovy fishery to try to get a line on the supply and how best to regulate the fishery; but this takes time.

Meanwhile, the Government, to protect the fishery, has called a halt to further permits to establish fish-meal plants. On the other hand, it is not controlling expansion of existing plants, so the consumption of anchovy is increasing, as reflected in the growing export figures.

Prices Do Change

Question 2—While the price of Peruvian fish meal is stable and fairly high now, how long will it stay that way?

One of the reasons for the present prosperity of the Peruvian meal business is that Scandinavian production has been off for the past few years, and Peru has been supplying most of the Scandinavian share of the world market.

A question that must remain unanswered is, What will happen if and when the Scandinavian industry gets back to normal production, and prices decline?

Many of the Peruvian plants are efficient operations, getting the maximum value out of the processed raw material. But it must be confessed that many others are run at less than top efficiency. The efficient plants will be able to make a profit at lower prices; the inefficient ones will find their costs out of line. World competition may shrink the Peruvian meal industry, although it is safe to say that no competition will destroy it entirely.

Prosperity Attracts Competition

Question 3—Will other nations, taking note of Peru's profitable fish-meal business, jump into the industry themselves, and cause a lowering of prices through an increase in the world supply? No one can answer that one for the time being.

Costs are bound to rise.

Looking ahead to the time when the anchovy fishery, even if it remains plentiful, may move away from the immediate coast-line, Peruvian fish-meal processors are ordering bigger boats, some with refrigeration, built and equipped to go farther and stay longer on fishing trips.

An expanding industry means a need for capital. There again, while some Peruvian firms are adequately financed, some are not. Those that are not are going to find it difficult to meet plant expansion costs.

For the present, however, the Peruvian meal industry is in a rising curve

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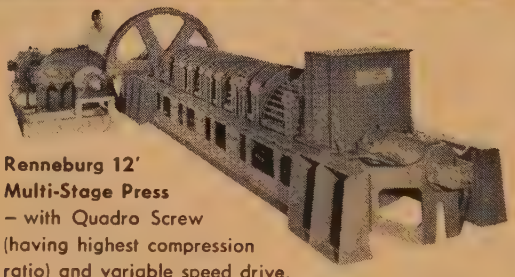

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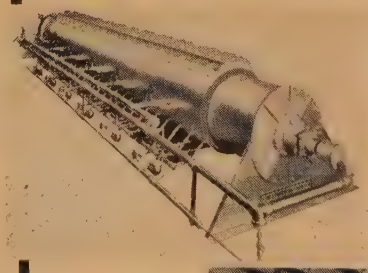

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Boat building is in an explosive boom in Callao and even in other seacoast towns, where shipbuilding is getting a start. The manufacture of dryers and presses has brought new business to steel fabricators—as has the making of steel boats. Net sales are up as boats buy new nets and replace old ones with nylon. Truck bodies for fish transport trucks, and metalwork for fish unloading installations, are being made in Lima. The suppliers of rubber hose, sacks, fuel and all sorts of supplies are enjoying new business brought them by the meal industry.

Peruvian Fish Meal Plants, Mid-1959

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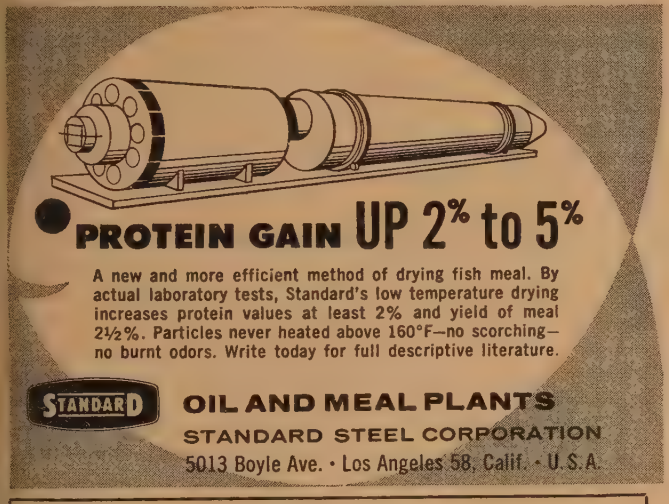
Empresa Pesquera Peru S.A.

PUCUSANA—
Empresa Pesquera Naplo

BUQUE FACTORIA—
Factoria Harina de Pescado S.A.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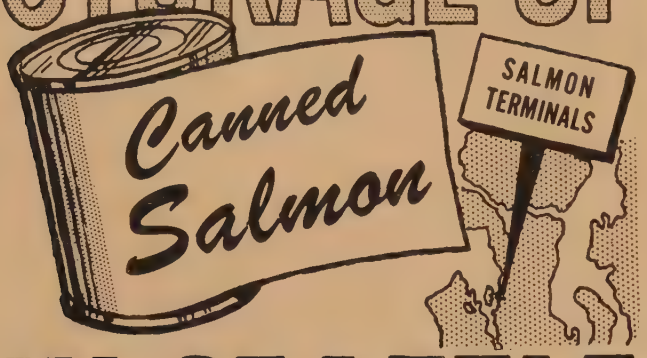

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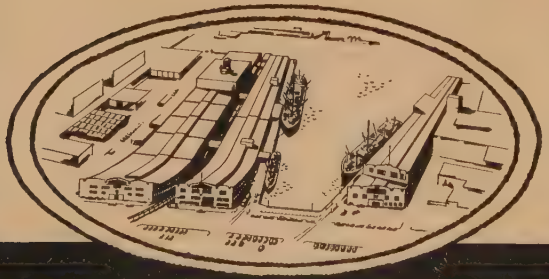

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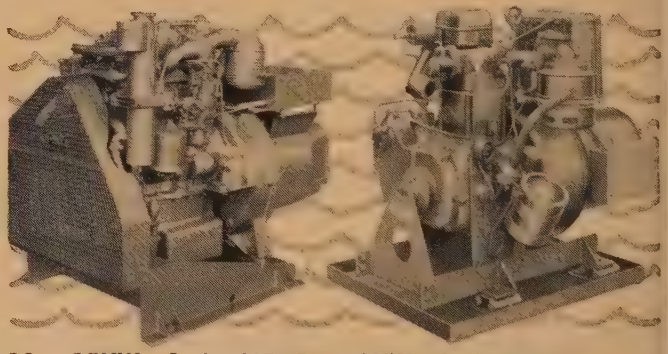

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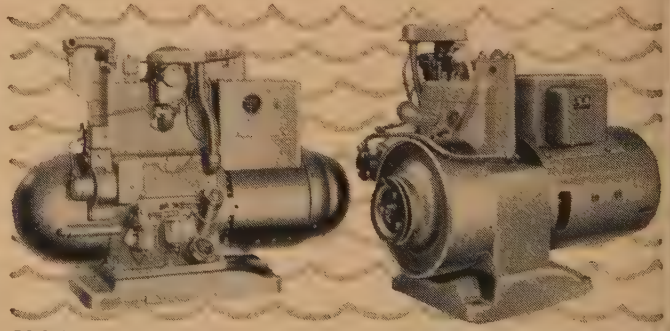

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FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Section of PACIFIC FISHERMAN — August, 1959

Pale Prospect for Pinks Giving Rise to Concern

● Prospect of a shortage in the supply of American Pink salmon plagued the realistic observers of the salmon business going into August.

Alaska seemed almost certain to be far below 1958 in this species, although at presstime there was still a possibility that Southeast Alaska would put a pack together, despite the fact that late in July the yield there was still behind.

Prince William Sound produced heavily of Pinks last year—and this year is wholly closed.

Cook Inlet is in its off-year.

Kodiak's Pink prospects are pale.

● Real crux of the Pink supply situation centers on Puget Sound, with Southeast Alaska continuing in an outside position from which a surprise could be sprung.

This is a "Pink year" on Puget Sound, the odd-numbered years normally producing a pack averaging above 400,000 cases for the American fleet.

The last pack, that of 1957, amounted to only 224,000 cases, however; and in 1941 the Pinks amounted to only 154,000. All-time low yield of Pinks for an odd-numbered year was 62,000 cases in 1943.

Whether 1959 comes up to the norm or not will soon be known.

Scientists of the International Pacific Salmon Fisheries Commission, controlling the Sockeye and Pink salmon resource native to the Fraser River, fear that the data foretell a Pink run far below normal.

They have not hesitated to confirm this belief even in spite of the fact that trollers fishing at sea have taken surprisingly large numbers of Pinks off the coasts of Washington and British Columbia all through July.

● Under normal conditions, Pinks should begin to appear in Puget Sound catches about Aug. 15. Not until some time after that will the trade know whether the Sound will redeem the situation and offset the expected shortage in Alaska.

If not, the Japanese catch of Pinks, evidently quite large, will take on new significance.

Chums are short in all the early reports from Alaska, save for the relatively unimportant Bristol Bay area, and uneasiness is felt for the supply of the top quality summer Chums which Alaska supplies.

Tuna Quota–Within–Quota Idea of Japanese Canners

(PF Staff Report)

● A tuna quota for Japan exports within the "global" imports of tuna to the United States market is the key concept in a proposal laid before the Japanese government this summer by the Foreign Trade Policy Committee of the Japan Export Canned Tuna Manufacturers Association.

This quota-within-quota idea evidently arose as result of growing concern in Japan with respect to the increasing quantities of tuna being sold in the United States from sources other than Japan; and also because of the economic difficulties of the American tuna fishermen, who blame Japanese tuna shipments for their troubles.

The association recommended to the Japanese government effective application of the 1956 policy adopted by the Tuna Investigation Conference to the effect that:

> "Such overseas tuna fisheries of Japanese nationals as would have an ill effect upon the export of tuna from Japan to the United States should not be conducted."

The association's representations to the government did not particularize on the activities which the canned tuna people believe objectionable, but informed individuals believe they include: direct shipment of tuna to Cuba; intermediate shipment of Atlantic tuna to the United States; and the proposed development of a tuna fishing base in Malaya.

Quota-within-quota proposal of the association called for an immediate conference between agencies of the Japanese and United States governments, in which allocation to Japan of 90-95% of the American import trade in tuna would be the prime objective of the Japanese section.

Southern California Receipts

Cumulative totals for 1959 through July 11, in tons, as reported by U.S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	6,867	3,226	23,138	52,473	120	85,824
San Diego	737	299	13,944	12,173	3	27,156
Total 1959 through July 11	7,604	3,525	37,082	64,646	123	112,980
Total 1958	7,165	2,771	29,707	61,889	521	102,053
Total 1957	10,742	2,464	26,154	57,731	49	97,140

Jack Salmon Bounces Back from Wilderness

Jack E. Salmon, president of the Oceanic Sales Co., and vice president of Alaska Year-Round Canneries Co., was back at his work again in July after being lost for 49 hours in the wilderness interior of British Columbia.

Once found, his recovery and return to the office took only a little more time than he had been lost. Within a week he was playing competitive golf.

He became lost while on a trout fishing trip with a business competitor, Walter P. Shiel, head of W. P. Shiel & Co. As Mr. Salmon is 73 and requires insulin daily, grave concern was felt for his safety.

His rescue from the wilderness and remarkable recovery of his strength was hailed throughout the salmon industry and the trade it supplies.

Japan's Frozen Tuna Price Quotes on New Basis

Frozen tuna export prices based on "liner" delivery and "transshipment" delivery were quoted separately in July by the Japan Frozen Food Exporters Association. The prices are termed "agreed-upon prices", and are not identical with the government's "check" prices. However, association members are obliged never to sell at lower quotations than quoted in the association list.

"Liner" export prices for frozen Yellowfin for direct shipment, fob. Japan per ton:

G/G, 20-80 lb., $245; 80-100 lbs., $235; above 100 lbs., $215.

Fillets, $235; *dressed tail-on*, $215. *Small fish*, round, $225; g/g, $235.

"Transshipped" export prices, fob. Japan for shipment via Cristobal and Trinidad: G/G, 20-100 lbs., $230; dressed tail-on, above 90 lbs., $215; fillets, $230.

Puerto Rico shipment prices, C & F quotation, G/G, 20-100, $275; dressed tail-on, $260; fillets, $275. (*It should be noted specifically that these Puerto Rico quotations include freight.*)

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Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$22 -24
Sockeye, quarters	12.00-13
Alaska	
Red, talls	34 -36
Red, halves	22 -24
Pink, talls	23 -24
Pink, halves	13 -14
Coho, talls	27 -28
Coho, halves	15.50-16.50
Coho, 4-lbs. (12)	30 -31
Coho, quarters	10.50
Chum, summer, tall	-19
Chum, summer, halves	11.00-11.50
Chum, 4-lbs. (12)	19
Chinook, talls	-30
Columbia River	
Blueback, halves	24
Blueback, quarters	13.00-14.50
Chinook, fancy, halves	-26
Chinook, fancy, quarters	14.00-14.50
Chinook, choice, halves	17.50-18.00
Chinook, choice, quarters	10 -10.50
Silver, halves	17 -17.50
Silver, quarters	11.00-11.25
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	11.50-12
Yellowfin, chunk, 6½ oz.	9.50-10.50
Tuna, Featured Pack—	
Albacore, fcy., 7 oz.	14.85-15.25
Albacore, fcy., 3½ oz.	9.10- 9.15
Albacore, chunk, 6½ oz.	11.00-13.25
Albacore, chunk, 3 oz.	7.25- 8.00
Lightmeat, fcy., 7 oz.	12.50
Lightmeat, fcy., 3½ oz.	8.55
Lightmeat, chunk, 6½ oz.	11.00
Lightmeat, chunk, 3 oz.	7.50
Canned Crab—	
Dungeness, 24, 6½ oz.	11.50-12.50
Dungeness, 3¾ oz.	7.50
King, 48, 7½ oz., fcy.	29
King, 24, 15 oz., fcy.	26.50
King, 24, 7½ oz., fcy.	14.60
Northwest Shrimp—	
Wet Pack, 24, 4½ oz.	7.50
Alaska Shrimp—	
Tiny, 24, 4½ oz.	7.50
Small, 24, 4½ oz.	9
Medium, 24, 4½ oz.	10

California Fish Marketing Act Becomes Effective

Fresh and frozen fish wholesalers and importers of California saw the results of nearly two years of legislative effort last month when Gov. Brown signed a bill permitting the creation of a Fish and Seafood Advisory Board to expand markets and improve marketing methods of fish and sea foods in the Golden Gate.

It is now up to the wholesalers and jobbers to appoint a 21-member advisory board to work with the State Department of Agriculture and form policies and methods of achieving the purposes of the act.

As a first step, the fresh and frozen fish men appointed a committee of 11 representatives to work with W. J. Kuhrt of the State Department of Agriculture mainly to submit names of the 21-man board.

Five men, with two alternates, were named from the Southern part of the state, and five others, with their alternates, from the north. The Northerners are Lloyd Turnacliff, Lionel Shatz, Joe Tarantino, Neil Taylor and Guido di Piano, with John Lauc and John Peterson as alternates.

Representatives from the South: J. J. Camillo, Sam DeLuca, Joe Sulentor, Jack Caro and Louis Vitale, with John Vitalich Jr. and Howard Miller as alternates.

The Marketing Act is to be submitted to a referendum of the industry, which must approve it before it can be put into practice.

The legislative and organizational work leading to the signing of the enabling act was mostly done by the California Fisheries Council, a group composed of Southern and Northern fish and sea food wholesalers and processors. Raymond Lemoi is president, Lloyd Turnacliff, vice-president, and Bart A. Ghio, secretary-treasure.

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Astoria, Oregon

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Japanese Frozen Products Exporters Visit U. S.

Two leading figures in the frozen fish products exports business of Japan spent much of July on a tour of the United States in which they called upon customers to discuss their needs, and also were interested in visiting plants and operations in this country.

The men are T. Ichiyanagi, marine products department, Tokyo Food Products Co., one of the giants of Japan's food business; and R. Hongo, managing director of Sankyo Food Products Co., Tokyo.

They were met and escorted on much of their tour by Robert Stix, head of Robert L. Stix, Inc., New York specialists in the import and distribution of fishery products.

Arriving in California, Mr. Ichiyanagi and Mr. Kondo saw a good deal of the tuna business and then worked up the coast to Seattle, going thence to Chicago, New York, Philadelphia, Boston and back to San Francisco, returning thence to Japan.

In Seattle they were particularly interested in visiting the plants of Whiz-Eardley Fisheries and the San Juan Fishing & Packing Co.

Calpak Names Yerby Marketing Vice Pres.

Ross B. Yerby, Jr., in July was named Vice President in charge of Marketing of the California Packing Corporation.

Mr. Yerby, 48, succeeds Oliver E. "Ollie" Seegelken, retiring after 40 years with Calpak.

A native New Yorker, Mr. Yerby comes from a family that has been in the food industry for over 100 years. His father today is an active food broker in New York City, as was his grandfather.

Mr. Yerby joined the New York office of California Packing Corporation as a salesman in 1937.

R. B. Yerby Jr., who advances to California Packing Corporation's vice president, in charge of marketing, succeeding Oliver E. Seegelken, retired.

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Hugh Lavan

Jack Van Horn

Pat Ricci

San Juan Announces Sales Personnel Shifts

Appointment of Hugh Lavan as national sales manager of the "Fresh and Frozen Division" of the San Juan Fishing & Packing Company has been announced by Lawrence Calvert, the firm's president.

Mr. Lavan, who is now manager of the New York office, will move to his new position in Seattle Sept. 1.

At the same time Jack Van Horn, currently Seattle city sales manager, will shift to New York to replace Mr. Lavan as manager there.

A third appointment, effective immediately, is the naming of Pat Ricci as assistant national sales manager.

E. A. (Gene) Ruthford, San Juan vice-president, will continue as coordinator of the Fresh and Frozen Division, Mr. Calvert said.

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B.C. Packers Net is $1.8 Million

• Thanks to the substantially increased production and bigger sales, British Columbia Packers, Ltd., converted a loss of $181,714 in 1957 into a net profit of $1,875,917 last year.

This figure takes into account provision for all charges including depreciation and income taxes amounting to $1,463,197, and reflects tax reductions in respect to prior years' losses.

Total sales of the big Canadian fish packing company were $63,317,378, an all-time high, and comparing with $47,681,584 the previous year; but it is significant that the profit recorded during the year ended March 31, 1959 were approximately the same as in 1951 when total sales were only $38,-357,815.

In presenting the company's annual report for the twelve-month period ended March 31, John M. Buchanan, president, points out that current assets of B. C. Packers now total $25,-743,015, an increase of $2,450,310 over the previous period.

Mr. Buchanan points to the action of the United Kingdom government in removing import controls as an important factor in improving the market situation. "The opening of this market on an unrestricted basis had long been a goal of both the industry and the British public," states Mr. Buchanan. "Its realization was warmly received.

"The outstanding feature of the 1958 operations was the large pack of Sockeye salmon, total industry production (1,074,305 cases) being within a few hundred cases of the record pack of 1913. While a large return of Adams River Sockeye was predicted, the actual figures exceeded even the most optimistic forecasts. In addition to the large pack of canned salmon, the herring operation produced an industry total of 229,634 tons, the second largest catch on record."

Mr. Buchanan reports that production from the two bonito tuna canneries and the two anchovy meal and oil plants acquired by B. C. Packers through its interest in Empresa Pesquera Peru S.A. has been at a profitable level.

The discount on the U.S. dollar continues to reduce the net return on the substantial portion of the company's fresh and frozen products, fish meal and fish solubles sold in the U.S. market, according to Mr. Buchanan, who admits that there appears to be little prospect for any early reduction in this exchange handicap.

Scanning the 1959 production situation, the B. C. Packers executive anticipates that Sockeye pack will be less than average and not more than 25% of the 1958 returns. Probable catch of other species is more difficult to predict, but it isn't expected that any of them will be in larger than average volume.

Seafare Eastern Co. Makes Personnel Changes

Murry Berger, president of Seafare Eastern Company, has announced that Harold Warten has been appointed eastern sales manager. Mr. Warten formerly was a district manager for Snow Crop Marketeers.

Herbert Greenberg has been appointed institutional sales manager for the Metropolitan New York area. Mr. Greenberg formerly was with Flagstaff Frozen Foods Associates.

Seafare Eastern Company markets the Carnation line of frozen prepared seafoods for the eastern United States.

They Add Up To A Lot of Sales!

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Japanese Find Detection Test for "Green" Tuna

(*PF Staff Report*)

● Possibility that a means had been found for detecting "green" tuna in advance of cooking stirred the Japanese tuna industry this spring, for it offered hope of eliminating one of the most serious sources of loss in the export of frozen tuna—rejection of fish after cooking on grounds of abnormal color.

The detection method was developed by the Japan Frozen Aquatic Products Inspection Corporation in close tie-up with the Tokai Regional Fisheries Research Laboratory. It involves color variation in a suspension of tuna kidney substance.

The method is described thus:

"Mash 10 grams of the mid-part of the kidney organ of a Yellowfin tuna in a glass mortar. Stir well one gram of the mashed kidney in 5 cc. of water in a small flask. If the color tone of the suspension should be a bright brown or bright red, then the color of the flesh of the fish after cooking will be normal. But if the color is black or blackish brown discoloration will appear in the meat of the fish after cooking.

According to trials conducted by the governmental fisheries research laboratory, the test proved 100% accurate, although the frozen tuna export association claims only 80% accuracy in practical use.

Albacore Loins Price Soaring in Japan

(*PF Staff Report*)

Extremely poor Albacore fishing in the waters near Japan this summer is sharply curtailing the amount of this species available for shipment as loins, with the result that the going price of about $860 per ton, fob. Japan, runs $130 above the official check price of $730 established in April.

In the first quarter of the tuna export year, April through June, export of loins to the U.S. reached 800 tons, of which only 277 tons were Albacore, the remaining 523 tons being Yellowfin.

First Albacore Landed By Troller "Zebra"

First Albacore delivery of the 1959 season in the Pacific Northwest appears to have been that made July 10 to the Columbia River Packers Association at Astoria by the Coos Bay troller *Zebra*. She had 1,160 lbs., between Coos Bay and Cape Blanco.

Poisoned Lake Yields High Salmon Survival

A very high survival of Red salmon smolts planted in a study lake was achieved by Alaska Departmental biologists at the Kitoi Bay Research Station on Afognak Island, C. L. Anderson, Alaska Commissioner of Fish and Game.

Mr. Anderson cited two reasons for this successful lake stocking. First, the lake had previously been cleared of scrapfish, eliminating both predation and competition; secondly, a falls at the lake outlet had barred re-entry of scrapfish into the lake.

Whereas the usual fingerling survival in runs from Afognak natural lakes to the ocean is only about 1%, the spring migration count concluded in July recorded survival at the Kito project of over 35%.

While it is gratifying to obtain these excellent results and to establish a new run of salmon in a small lake that was previously barren, the knowledge gained will be of great importance in re-establishing some of the runs that have been depleted in large Alaskan lakes, Anderson said.

The studies at Kitoi are under direction of Dr. William A. Smoker and Dr. Robert R. Parker.

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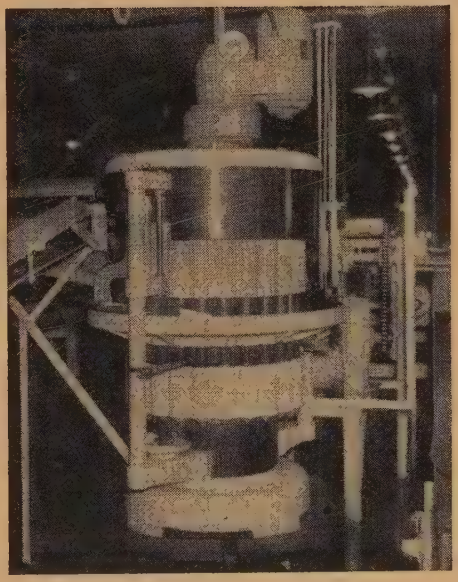

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Reefer King being readied at Seattle for her new service with the Wakefield King crab fleet as a processing and freezing vessel. Enclosed stern houses new processing room, while new structure above is the new mess room.

Wakefield Doubles Freezership Capacity With "Reefer King"

● The 148′ *Reefer King* is due to leave Seattle August 10 for Alaska as a processing and refrigeration vessel for King crab, under charter to Wakefield Fisheries. The vessel is slightly larger than *Deep Sea,* which has been operating for years in the King crab fishery. Thus *Reefer King* doubles the capacity for floating process operation by the Wakefield organization.

Reefer King is owned by Carl Rubinstein Co., William D. Suryan and George Kearney, all of Seattle, and has usually operated as a salmon freezership, although it did make two trips for King crab processing to Bering Sea in 1949 and 1950.

There will be approximately six crab fishing boats operating in Southwest Alaska with *Reefer King.* They are part of a growing group of fishermen who find this crab fishery important enough to attract them from salmon fishing.

Gross tonnage of *Reefer King* is 530. She has 33′ 3″ beam and 14′ draft; carries a little more cargo than *Deep Sea*—would hold about 400,000 lbs. of crab meat, although the plan is to pack both meat and crab in the shell as is done with *Deep Sea.* Her propulsion is an 875-hp. Fairbanks-Morse diesel. She was designed originally by H. C. Hanson, Seattle naval architect, for the Army Transportation Corps as a freight-passenger boat.

After the war, Mr. Suryan completely converted her for refrigeration, and further conversion work is being done now by Wakefield Fisheries.

The after deck is being housed in to prepare it for the processing operation. The original galley on the main deck has been converted to crew's quarters and a new galley built on the boat deck. Designed to seat 18 men at once, it is light and airy and makes the most of the view. Other considerations to crew comfort are important also on 3 to 4-month trips. Recreational facilities are requisite. Movies will be flown in twice a week, and there are ping pong tables, a large record library with a hi-fi system piping music to work and recreation spaces. A 16′ Grandy plywood semi-V-bottom skiff with a 25-hp. Johnson motor has been supplied for ship's personnel.

Reefer King will carry live tanks on her main deck for 6,000 average 10-lb. King crabs, keeping them live until moment of processing. Additions to the original refrigeration equipment are being made, with Wakefield installing two Dole plate-freezers for bulk pack. The freezers, connecting pipe, accumulator, liquid ammonia pump, etc., were supplied by W. E. Stone Co. of Seattle.

Operation will be under command of Capt. Odd Ronstad; Chief Engineer is Pete Paddovan. They head a crew of 32 men (one more than the crew of the *Deep Sea*) and the whole operation will be very similar to *Deep Sea's* with shipment south of some of the product during the season and then at the end of the operation she'll carry a full load back from her own operation or the Wakefield cold storage plant at Port Wakefield, Afognak Island, or the Aleutian Colt Storage Co. at Sand Point, Shumagin Islands.

This is the program for *Reefer King* in her initial season with Wakefield. However, Capt. Ralph Jones of the Wakefield organization is of the opinion that the firm's vessels may again be operating in Bering Sea, competing with the Japanese and Russians.

Mono-Filament Nylon—Too Good to be Fished?

Some mono-filament nylon gillnet gear will be fished in British Columbia waters this season, primarily on an experimental basis.

Aware of the deadly performance it has delivered in some other fisheries, Milo Moore, Washington state director of fisheries, issued an order banning the spider-webb gear until its effect can be more fully appraised.

The mono-filament nets are made of thin, transparent solid nylon material, much the same as that used for sport leaders and spinning and mooching lines; save that it is very flexible and treated at the knots to prevent breaking and slipping. How long-lived the new gear may be is not indicated.

Early Mild Curing Registers Gain

● Substantial improvement in salmon trolling in Alaska, suplemented by some good Alaska Peninsula results, carried the mild cured salmon pack of the Pacific above 4,100 tierces by the first of July.

This is almost 1,000 tierces above the 1958 pack to that date.

These figures are drawn from an estimate prepared by two of the best informed individuals in the mild cured salmon business, Gordon Davis and Robert Dignon, who for years have collaborated in preparing periodic estimates of production during the operating season.

The estimates to the first of July indicate an Alaska pack of approximately 2,700 tierces. Seattle curing, largely of fish imported fresh from British Columbia, was in the neighborhood of 675 tierces, while British Columbia was counted as 335 tierces.

California figures were a very round 400.

'Tween-Nations Tuna Talks

(*Continued from page* 10)

the Japanese government now possesses two official agencies that can control volume and price; namely, the Japanese Frozen Fish Export Association and the Japanese Canned Fish Export Association. These two agencies are empowered by law to control volume and price their respective commodities, and they can act quickly as well as absolutely.

The United States industry's recommendations suggest that in the international meeting discussions should be held as to the proper volume and price levels of the various commodities, to make United States fishing operations profitable once more and bring the fleet back to full operation now. Longer-term measures would also be discussed to stabilize the relationship of Japanese tuna with United States production and in the United States market.

• Three industry spokesmen located outside of the Southern California area, T. F. Sandoz, Columbia River Packers Association, Astoria, Ore.; Milton E. Brooding, California Packing Corporation, San Francisco; and Charles Alhadeff, Whiz Fish Products Company, Seattle, expressed agreement with certain of the proposals of the Southern California group, but did not support proposals for discussions with Japan with a view to a limitation on certain exports to the United States and price control of such items.

Following the Washington meeting and a Presidential directive, Undersecretary of State Douglas Dillon told Congressmen Wilson and Utt that first steps toward the proposed inter-government discussions would be taken before the end of July.

• Almost all industry spokesmen were positive that the inter-governmental meeting would be held, and that constructive results would come of it. It was pointed out that the Interior Department is bound by statute to "stimulate the development of a strong, prosperous and thriving fishery and fish processing industry" (US Fish & Wildlife Act of 1956); also that the State Department is policy-bound to handle foreign relations in such a way as not to jeopardize domestic industries.

These statutory requirements are now reinforced by Presidential directive and also by a better understanding on the part of the officials involved of the tuna fishermen's plight.

• Industry representatives at the Washington meeting included: Harold R. Cary, American Tunaboat Association, San Diego; Lester Balinger, Fishermen and Cannery Workers Union, AFL-CIO, San Diego; John Calise, Seine and Line Fishermen's Union, AFL-CIO, San Pedro; Anthony Nizetich, Fishermen's Cooperative Association, San Pedro; Pete Repovich, California Commercial Fishermen's Association, Inc., Terminal Island; John J. Royal, Local 33, Fishermen's Union, ILWU, San Pedro; M. D. Stewart, Five Star Fish and Cold Storage Co., San Diego; Charles R. Carry, California Fish Canners Association, Terminal Island; Max Gorby, California Marine Curing and Packing Co., Terminal Island; T. F. Sandoz, Columbia River Packers Association, Astoria, Ore.; Nick Trutanic, Star-Kist Foods, Inc., Terminal Island; Charles D. Alhadeff, Whiz Fish Products Co., Seattle; Douglas Giddings, Westgate California Corporation, San Diego; Joseph Mardesich, Franco-Italian Packing Co., Terminal Island; Gilbert Van Camp, Jr., Van Camp Sea Food Co., Inc., Long Beach; Mrs. George Zeluff, San Diego; Cliff Weitz, Tuna Clippers Engineer Lodge of San Diego; Milton E. Brooding, California Packing Corporation, San Francisco; W. M. Chapman, San Diego, and George E. Steele, National Canners Association, Washington, D. C.

Southern California Backs Fish and Seafood Week

Southern California Fisheries Association will this month recommend contribution of $1000 to the National Fish and Seafood Week promotion conducted by National Fisheries Institute.

This expenditure would be in addition to the estimated $5000 to be expended locally during Fish and Seafood Week. It is the first time the Southern California organization has joined the national effort in addition to its own local push.

Bart A. Ghio, secretary-treasurer of Southern California Fisheries Association pointed out that the Southern California fresh-fish community, unlike other regions, annually conducts an intensive Fish Week effort of its own, apart from the national promotion. Expenditures usually amount to around $10,000 or $12,000, including group expenditures plus individual dealers' promotions and tie-ins.

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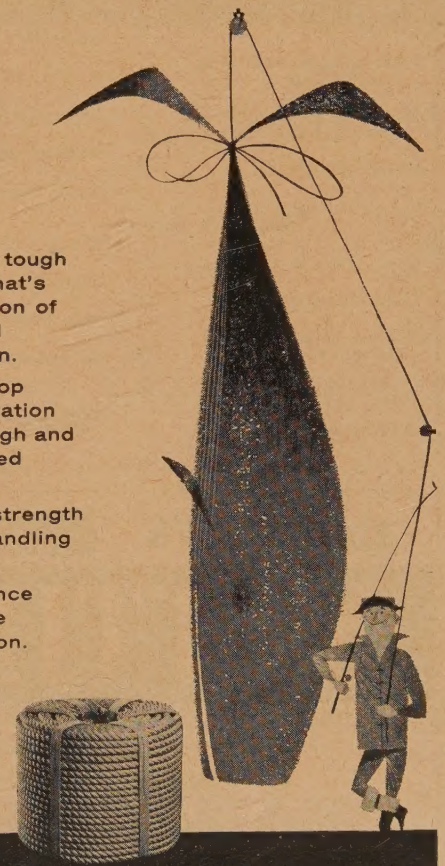

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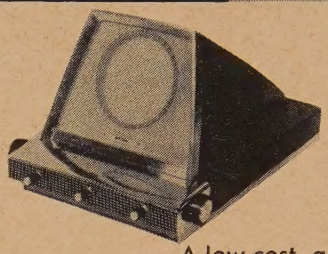

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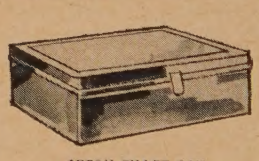

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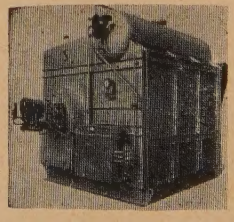

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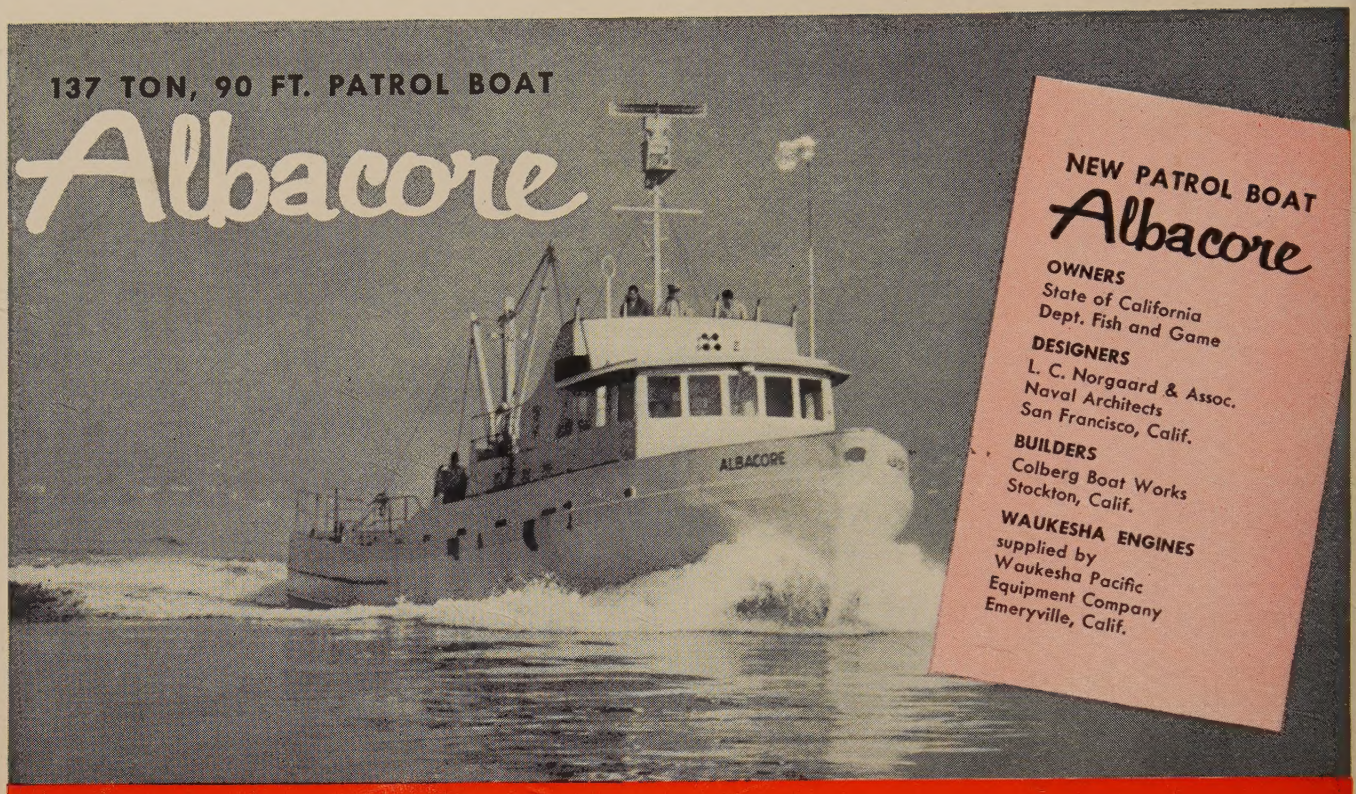

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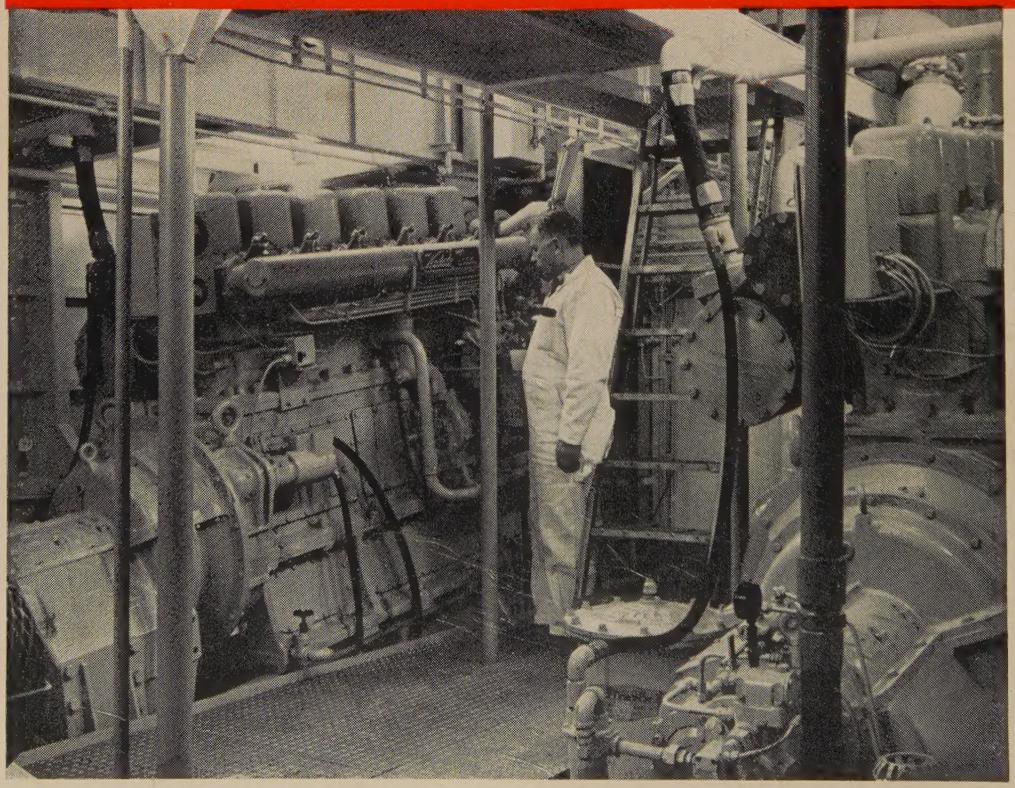

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